WESTSIDE INDUSTRIAL SPECIFIC PLAN

CITY OF TURLOCK

ADOPTED NOVEMBER 14, 2006

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City of Turlock

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PROJECT TEAM

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Agriculture

Industry

Research and Development/ Office

Celebration and marketing

SUMMARY

The City of Turlock has prepared the Westside Industrial Specific Plan to facilitate economic and job development through orderly growth and development. The Plan was prepared during a time of significant change in the structure of the national economy. Many types of manufacturing jobs have declined nationally or been transferred elsewhere. Yet the essential need for food and agricultural products indicate an opportunity to create a center for an enduring and sustainable economy based on agricultural products and related processes and services.

The Specific Plan will provide space for the growth of light and heavy industrial uses similar to those currently located in the Plan Area. The Specific Plan is envisioned as a bridge from contemporary industry and agriculture to new technology and products. The Plan is designed, in part, to accommodate and nurture the development of an Agri-Science Industry Cluster (referred to as the "Agri-Science Cluster"). The cluster is a center for research and development, manufacture, processing, and celebration of agriculture and food products in the San Joaquin Valley.

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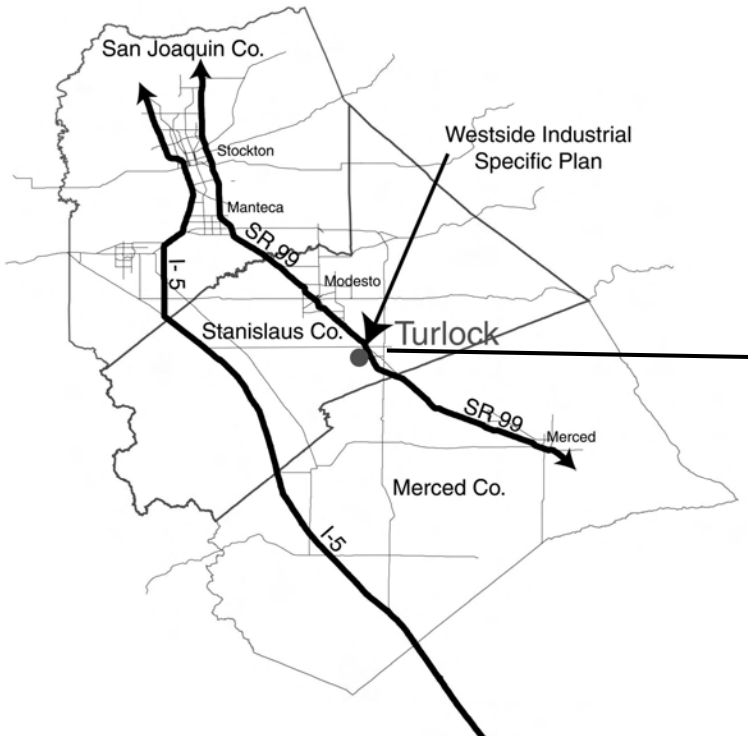
The Specific Plan provides the project vision and objectives, and establishes development policies: land use regulations, design standards, and a phasing plan that will guide the orderly growth of the existing and new industrial uses.

Figure 1-1 Regional Location Map

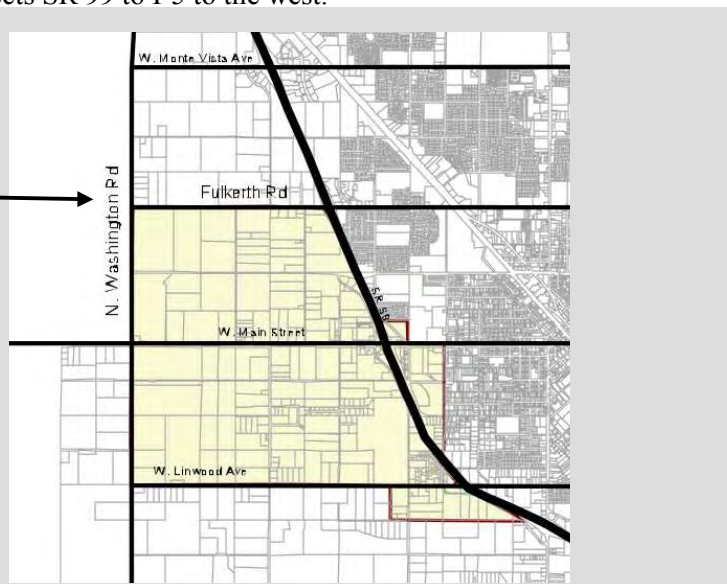


1.1 Planning Area Location

The Plan Area encompasses 2,615 acres on the west side of the City of Turlock adjacent to Highway (SR) 99. The Plan Area is partially developed with industrial and commercial uses. Many of the industrial uses process or manufacture agriculture related products.

A substantial portion of the Plan Area is currently used for agriculture, including row crops and orchards.

Turlock is well located to provide a center for agriculture related industry. It is located along SR 99, the major north-south arterial on the east side of the Central Valley. West Main Street transects the Plan Area and connects SR 99 to I-5 to the west.



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1.2 Land Use Summary

The Plan Area land use is allocated primarily to industrial use that would accommodate a wide range of light to heavy industrial activity. However, the plan also provides for office and "flex space" industrial/office use that would facilitate the expansion of existing industries and the addition of new, related industries.

Table 1-1 Summary of Specific Plan Land Use

Land Use	Acres	%
Commercial Office (CO)	123	4.7
Community Commercial (CC)	93	3.5
Industrial Business Park (I-BP)	283	10.8
Industrial (I)	1,186	45.4
Public (PUB)	171	6.5
Detention Basin Park (PUB)	39	1.5
Industrial Reserve (IR)	535	20.5
Roads	185	7.1
Total	2,615	100.0

1.3 Development and Conservation Issues Addressed in the Plan

The WISP proposes the development of a mix of industrial, office and commercial uses in an area that is already partially developed for similar uses. The Plan Area does not contain any environmental resources or features that require unusual approaches to development.

A number of factors including City policy and desires, adjacent uses, facility needs, circulation and infrastructure opportunities, market demand and fiscal realities influence the land use, urban design and circulation features of the WISP.

The following list provides a brief summation of the development and conservation issues addressed in the Plan.

- Relationship to Existing Land Use - The Plan Area is already partially developed in a mix of commercial and industrial uses. This Plan will continue to support the existing uses and expansion of similar uses in appropriate locations. However, this Plan also anticipates the development of new uses, including office and local service commercial, for which some heavy industrial uses would not be suitable neighbors. Consequently, the Plan provides land use classifications that would separate incompatible uses, and provides design standards for all uses to ensure that the development of all portions of the Plan Area are compatible.
- East-west circulation connections – The ability to connect across SR 99 to allow resident workers convenient access to the employment center is an essential design consideration.

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- North-south circulation connections – The Plan Area will need to provide one or more major north-south connectors.
- Gateway Opportunities - The Plan Area provides opportunities to establish a high quality visual presence for the City along the SR 99 frontage.
- Proximity to the Regional Water Quality Facility – The proximity to the wastewater facility can help reduce development costs for major new industrial users, and provides the potential for use of reclaimed wastewater.
- Proximity to the Turlock Irrigation District (TID) Energy Generation Plant - Industrial users with high-energy demands will have the opportunity to locate near the new energy plant.
- On-going agricultural activity – Agriculture will continue in the Plan Area for many years.
- Incremental Growth – Development of the Plan Area is likely to extend over many years.
- Fiscal Stability and Capital Financing – The requirement for new infrastructure will need to be balanced with the ability to fund such improvements over a period of years.

1.4 Summary of Preparation Process

The City of Turlock General Plan 1992-2012, originally adopted in March 1993 and reviewed in June 2002, identifies the basic spatial structure of the city. Residential land use would be located east of SR 99 and the employment center would be west of SR 99.

The Westside Industrial Specific Plan is one of an on-going series of plans prepared by the City to systematically implement the General Plan.

The Specific Plan process was initiated in Summer 2002. Wade Associates, Urban and Environmental Planners, was retained to assist the City in preparation of the Specific Plan.

An initial public workshop was held in Fall 2002 to provide land owners in the area with an overview of the project intent and process.

An additional public workshop was held in May, 2004 to provide land owners with an overview of the Plan.

The Specific Plan reflects existing development plans and studies prepared by the City and Stanislaus County. Most notably, these include the City of Turlock Economic Development Plan, and Stanislaus County Economic Development and Implementation Plan. A study of Industry Cluster Opportunities, prepared by ESI Corp Strategic Planning Team (December 2002) for the City and Stanislaus County identified the opportunities for creation of an "Agri-Sciences cluster" that encompasses biotech, life sciences and agri-business and is inter-related with agriculture and food technology, headquarters, growers, processors, suppliers and distributors.

The Agri-Sciences cluster became a dominant theme in this Plan, although not the exclusion of other industrial activity.

The public review Draft of the Specific Plan and the Draft Environmental Impact Report were distributed for public review and comment in Spring and Summer, 2004.

A public workshop was held to present the plan and receive comments on May 4, 2006.

Public hearings were held with the City Planning Commission on May 4, 2006 and October 6, 2006.

The City Council held public hearings on November 14, 2006 and certified the Environmental Impact Report, and approved the Specific Plan.

1.5 Environmental Review

Each subsequent development project in the Plan Area shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA) and the Environmental Impact Report prepared and certified for the Westside Industrial Specific Plan. In general, if it is determined that a subsequent project is consistent with the Specific Plan and within the scope of the EIR, no further environmental review may be necessary. If it is determined that a development application is inconsistent with the Specific Plan and/or subsequent evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

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2.

The above buildings illustrate the character of uses planned in the Office and Industrial areas.

INTRODUCTION

The fundamental purpose of the Westside Industrial Specific Plan (WISP) is to implement the General Plan goal for a major industrial center in the City of Turlock. The Specific Plan provides the project vision and objectives, and establishes development policies: land use regulations, design standards, and a phasing plan that will guide the orderly growth of the existing and new industrial uses.

The Specific Plan will accommodate growth of light and heavy industrial uses similar to those currently located in the Plan Area. The Specific Plan will also accommodate and nurture the development of an Agri-Science Industry Cluster (referred to as the "Agri-Science Cluster"). The cluster is planned as a center for research and development, manufacture, processing, and celebration of agriculture and food products in the San Joaquin Valley.

The Plan Area includes 2,615 gross acres allocated in a mix of industrial, industrial/business-professional, office, and commercial uses.

2.1 Plan Objectives

Industrial development, and specifically the Agri-Science Cluster, is an essential component of the City of Turlock's economic development strategy. The Specific Plan establishes the framework to implement that strategy.

The Specific Plan objectives are:

Objective 1. Implement the City of Turlock General Plan.

Objective 2. Provide a new employment center for commerce and industrial uses compatible with the Plan Area.

Objective 3. Improve the jobs/housing balance in south Stanislaus County by providing local job opportunities in Turlock and, thereby, reducing the home-to-work commute by Turlock residents.

Objective 4. Establish high quality development that will provide landscaping and building design appropriate to the type of business activity present and a distinctive gateway to Turlock along SR 99.

Objective 5. Provide an attractive, pleasant work place, as reflected in the landscaping, quality buildings, access to parking, and employee oriented amenities. Such amenities can include on-site recreation, outdoor and indoor lunch areas, and walking paths that connect to other businesses, restaurants, and services.

Objective 6. Provide development sites that are appropriate to the industrial and commercial user needs in terms of access, the size and configuration of available land parcels, availability of suitable buildings, and compatibility with surrounding land use.

Objective 7. Provide infrastructure and circulation improvements to support economic development.

Objective 8. Provide a good value for development of new facilities in terms of land costs, infrastructure and buildings.

Objective 9. Develop a comprehensive transportation system to provide convenient and quick access to the work place, which minimizes commute time and costs.

Objective 10. Provide convenient access to personal services and conveniences near the work place, such as day care, medical and dental care, banking, professional services, recreation, retail shops and restaurants.

Objective 11. Provide a location for start-up businesses near high support services and opportunities for business interaction.

Objective 12. Develop an industrial center that is noteworthy for technological innovation in communications and building design with regard to lighting, heating and cooling, materials re-use, water and energy conservation.

Objective 13. Facilitate development consistent with the Specific Plan without unnecessary delay.

Objective 14. Plan for and provide efficient extension of infrastructure to serve new development.

Objective 15. Provide a basis for funding mechanisms to secure necessary improvements.

Objective 16. Expedite development that is consistent with the Specific Plan.

Objective 17. Provide a mix of land use classifications to accommodate all appropriate industrial, office and commercial uses at all times.

Objective 18. Provide clear, implementable development standards.

Objective 19. Encourage the private sector to maintain an adequate supply of "project ready" land.

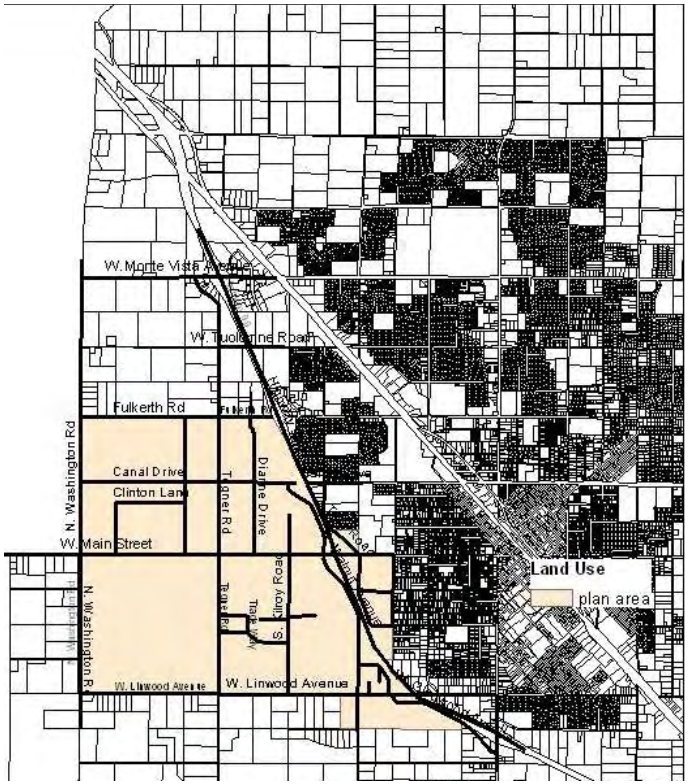
2.2 Planning Area Location

The Plan Area is well suited for the proposed uses, most notably as the location for an Agri-Science Industrial Cluster.

Turlock is well located in the Central Valley to serve as a center of agriculture related industries and services, and the Plan Area is adjacent to Highway 99, the primary circulation spine on the east side of the Central Valley.

The Plan Area is generally bounded on the north by Fulkerth Road, on the south by West Linwood Avenue, and on the west by Washington Road. A small portion of the Plan Area lies east of SR 99 bounded by West Main Street and Soderquist Road. Approximately 58 percent of the Plan Area is within the incorporated boundary of the City of Turlock. The City will annex the unincorporated area as the Plan Area develops.

Figure 2-1 Location Map



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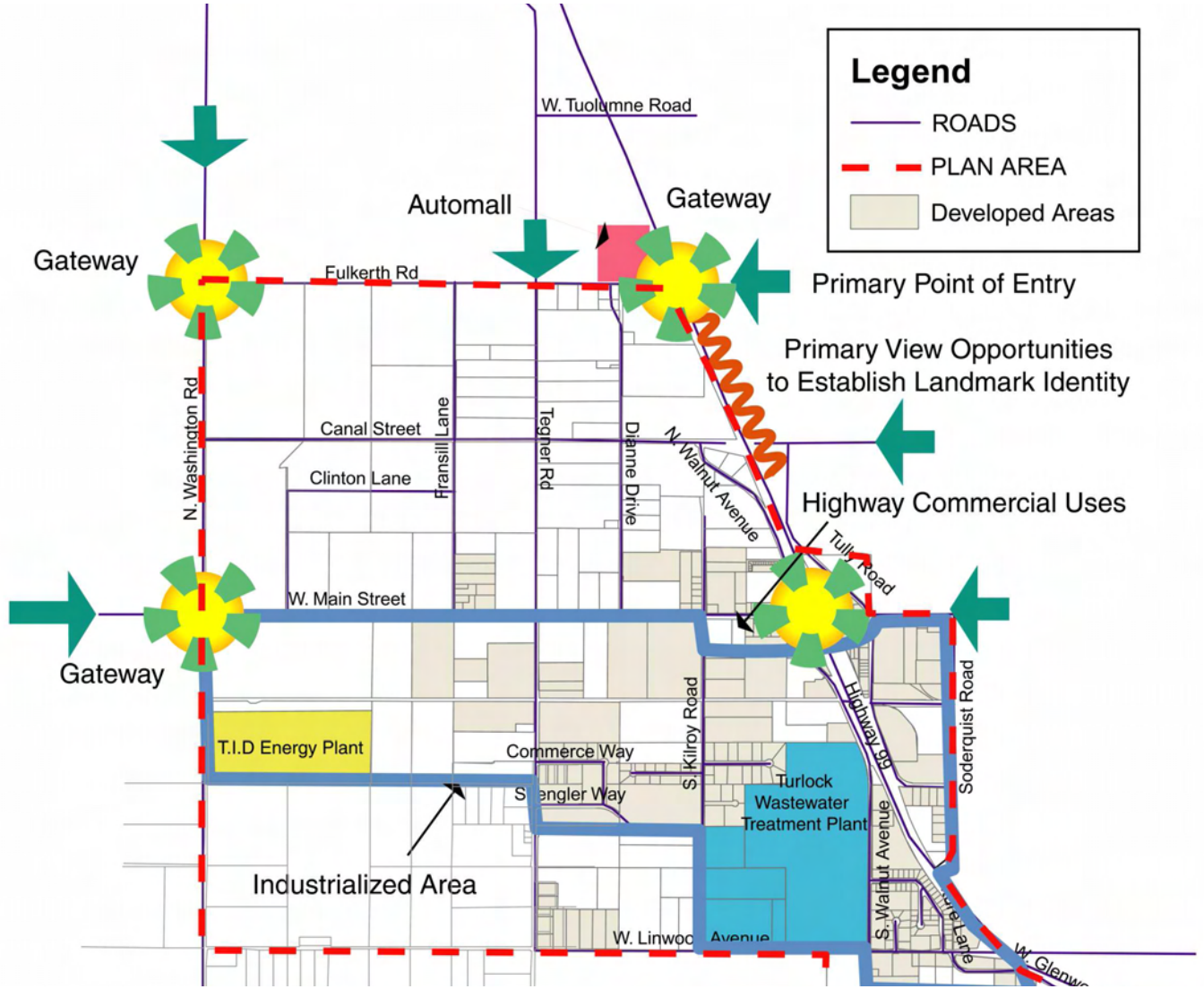
2.3 Development and Conservation Issues Addressed in the Plan

The WISP proposes the development of a mix of industrial, office and commercial uses in an area that is already partially developed with similar uses. The Plan Area does not contain any environmental resources or features that require unusual approaches to development. A number of factors including City policy and desires, adjacent uses, facility needs, circulation and infrastructure opportunities, market demand and fiscal realities influence the land use, urban design and circulation features of the WISP. The following list provides a brief summation of the development and conservation issues and the characteristics of the Plan Area relative to the surrounding community that are addressed in the Plan.

- East-west circulation connections – The ability to connect across SR 99 to allow resident workers convenient access to the employment center is an essential design consideration.
- North-south circulation connections – The Plan Area will need to provide one or more major north-south connectors.
- Gateway Opportunities - The Plan Area provides opportunities to establish a high quality visual presence for the City along the SR 99 frontage.
- Proximity to the Turlock Regional Water Quality Facility – The proximity to the wastewater facility can help reduce development costs for major new industrial users, and provides the potential for use of reclaimed wastewater.
- Proximity to the Turlock Irrigation District (TID) Energy Generation Plant - Industrial users with high-energy demands will have the opportunity to locate near the new energy plant.
- On-going agricultural activity – Agriculture will continue in the Plan Area for many years.
- Incremental Growth – Development of the Plan Area is likely to extend over many years.
- Fiscal Stability and Capital Finance – The requirement for new infrastructure will need to be balanced with the ability to fund such improvements over a period of years.

Figure 2-2 Development Issues Addressed in the Plan



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Typical orchard in the Plan Area vicinity.

Commercial center on West Main Street.

2.4 Planning Area Description

2.4.1. Site Conditions

The Specific Plan can provide suitable settings for the diverse mix of industrial, light industrial-professional, business professional and commercial building types and parcel sizes required to attract and accommodate the industries identified in the Agri-Sciences Industry Cluster.

A substantial portion of the Plan Area remains in active agricultural production, including corn and other row crops, and orchards. Active agricultural uses are found predominantly to the north and west of the Plan Area, but are also interspersed among industrial and commercial uses near SR 99. Agricultural activity will continue to be a part of the Plan Area for many years.

Highway oriented commercial uses are clustered near the SR 99 interchanges, most notably at West Main Street. The West Main Street commercial center includes restaurants and a theater.

The commercial uses provide minimal street front and parking area landscaping.

Single family homes are located in the southwest and central portion of the Plan Area.

At the time of preparation of the Specific Plan, the Plan Area was partially developed with a mix of industrial and commercial uses, notably south of West Main Street. The existing industrial uses include large industrial plants supported by rail, and smaller, light industrial facilities. Several of the existing industrial uses occupy large sites that include plant facilities, storage and transportation.

The portion of the Plan Area to the east of SR 99 is developed in a mix of industrial and commercial uses. The industrial uses range from the International Paper plant on West Main Street to a cluster of small industrial buildings. The area is substantially developed, but a number of vacant parcels remain near the SR 99 frontage that have potential for additional industrial uses. Older portions of the industrial areas are strictly utilitarian in character, with little or no on-site or street front landscape. Many of the industrial and industrial related commercial and service uses include only simple steel or concrete buildings, paving, and wire mesh fences.

The City of Turlock Regional Water Quality Facility and other city facilities are located south of West Main Street along South Walnut Avenue.

The Turlock Irrigation District is planning the construction of the Walnut Energy Center (WEC), a 250 megawatt electric power generation facility in the southwest quadrant of the Plan Area. Refer to Section 5.2.7 and Figure 5-14 for a description of this facility.

Examples of existing industrial uses in the Plan Area.

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2.4.2. Environmental Conditions

Land uses in the Plan Area are primarily agricultural and industrial, not urban. Habitat types potentially affected in the project area are include agriculture, irrigation ditches, roadsides, commercial landscaping, small residential farms, and a small fragmented riparian habitat. Historical agricultural practices in this area were not consistent with maintaining wildlife habitat, and therefore, biological resources are scarce and widely separated.

The Environmental Impact Report for the Westside Industrial Specific Plan is a source of additional information on the natural resources in the Plan Area.

2.4.3. Adjacent Uses

The Plan Area is located at the western urbanized edge of the city. Land to the west, north and south of the Plan Area is generally made up of row crops and orchards. The Auto Mall is located north of Fulkerth Road adjacent to the Plan Area.

The land east of SR 99 is substantially urbanized in a mix of residential neighborhoods and support commercial. The area east and south of the West Main Street/ SR 99 interchange includes older neighborhoods and strip commercial uses. The uses east of the Fulkerth Road/SR 99 interchange include new retail areas and relatively newer residential neighborhoods.

Detention area open space typical of environmental conditions.

Automall north of Fulkerth Road.

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2.5 The Specific Plan Organization

The Westside Industrial Specific Plan is organized in five topical sections.

- Land Use deals with all aspects of physical development, primarily on private lands. It describes the permitted uses, and the regulations and design standards that will control development.
- Urban Design deals with the visual quality of the development.
- Infrastructure deals with the public facilities and services required for development.
- Implementation deals with the methods used to create and fund public facilities and services.
- Resources deals with natural and cultural resources and air quality.

2.5.1. Policy and Regulatory Structure

Each section provides Objectives, Policies and Regulations that will guide the development of private lands and public facilities and services.

Objectives

Objectives are qualitative statements that describe the desired development result and the purposes underlying the proposed plan. Each section of the Plan includes objectives that are specific to the Plan Area, but may also include objectives derived from the Turlock General Plan. The Specific Plan is designed to implement the General Plan relating to creation of an industrial center in this area. Inclusion of the relevant General Plan objectives provides a clear linkage between the General Plan and the WISP.

Policies

Policies provide qualitative guidance for interpreting the objectives in a variety of circumstances that may occur in developing the Plan Area. Policies do not typically establish specific requirements for development, but provide a clear intent that can be applied in the evaluation of each development application. The Specific Plan may also include policy statements derived from the General Plan in order to provide a clear linkage between the General Plan and the WISP.

Specific Plan Regulations

The City of Turlock maintains ordinances and standards that apply to development in the Plan Area. These include the Zoning Ordinance and the Beautification Master Plan. The Zoning Ordinance includes City Design Guidelines for high quality commercial and industrial development (Turlock Municipal Code 9-5-1000ART and cross-referenced at Section 9-3-302 for commercial uses and Section 9-3-304 for industrial uses).

The Specific Plan applies the Zoning Ordinance and the Beautification Master Plan throughout the Plan Area. However, the Plan Area includes conditions not directly addressed, or that require different standards than those found in these existing City documents. Therefore, the Specific Plan provides regulations that include the permitted land use and development standards associated with each land use category, and Development Standards that apply to private land use development and public improvements. The Urban Design section includes Design Standards that are mandatory for subsequent developments in the Plan Area. The

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"Design Standards" are identified in the Plan as "DS-" followed by a sequential number. These are to be interpreted as specific requirements for the applicable land use or condition identified in that section of the Plan.

The WISP Design Standards complement the Zoning Ordinance Design Guidelines. Where the provisions of the WISP Design Standards differ from the Zoning Ordinance, the WISP Design Standards shall apply to development within the Plan Area.

The Specific Plan summarizes the essential development standards for each land use category, but project applicants must refer to the Zoning Ordinance development standards, the City Design Guidelines, and the Beautification Master to ensure that all applicable regulations are addressed.

2.5.2. Relationship of Objectives, Policies and Regulations in Implementing the Plan

The Objectives, Policies and Regulations established in this Plan are intended to provide a logical sequence from the broad vision to the specific requirements that implement the Plan. The Policies define the Objectives in relatively more specific terms, but retain the flexibility for interpretation in the Plan development. The Regulations are the precise application of the Policies where a specific, quantified standard is appropriate. Together these components form a hierarchy of determinant steps for regulating the individual development applications that will emerge in the Plan Area and for creation of the infrastructure and services they will require.

2.6 Relationship to the General Plan

The Turlock General Plan (1993) designates the WISP Plan Area as the primary location for job development in Turlock. The Specific Plan implements the policies established in the City of Turlock General Plan.

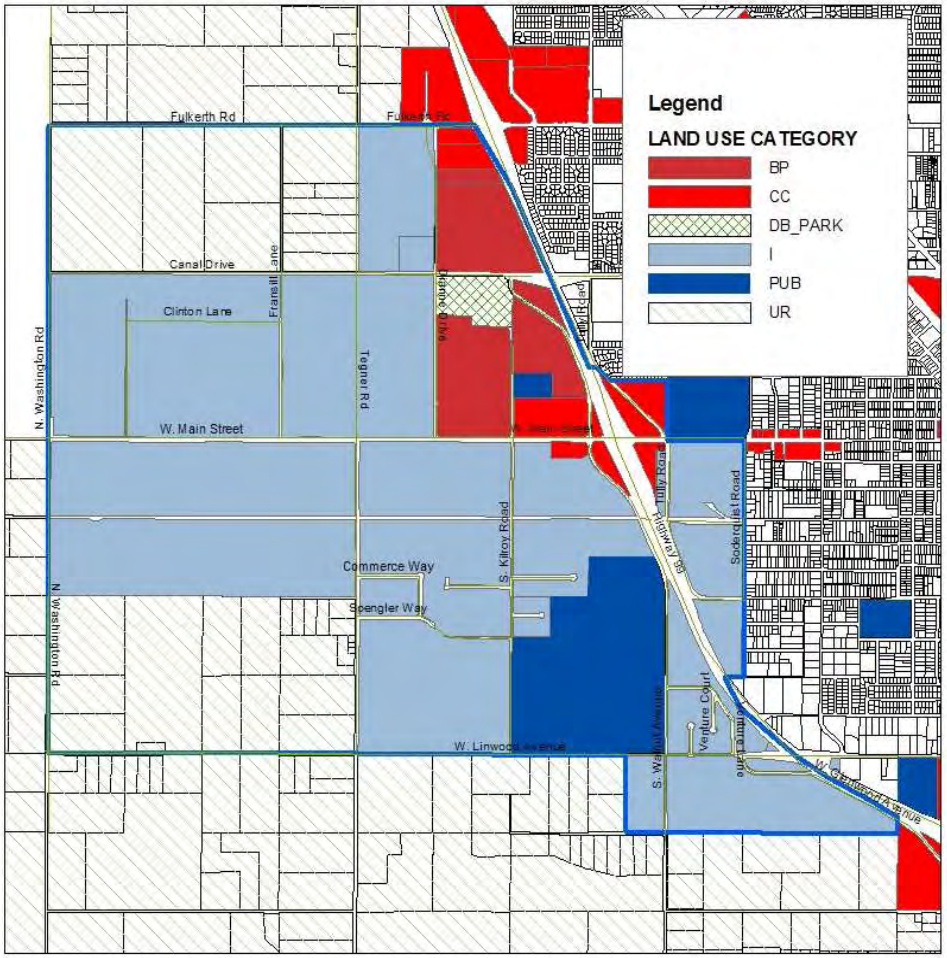
Although not entirely in the incorporated area of the City of Turlock, the Plan Area is within the Turlock General Plan. Portions of the Plan Area are within the Turlock Sphere of Influence (SOI). Figure 2-3 shows the current General Plan designations and the current city boundary.

2.7 Projects That Must be Consistent with the SP

All individual development projects (including issuance of any discretionary land use entitlement) within the Plan Area will be subject to the requirements of the Specific Plan.

Subsequent projects within the Plan Area (including Tentative Parcel/Subdivision Maps, Conditional Use Permits, Minor Discretionary Permits and Minor Administrative Approvals) must be consistent with this Specific Plan and the City of Turlock General Plan.

Figure 2-3 Existing General Plan Categories



2.8 Relationship of the SP Environmental Document to Subsequent Discretionary Projects

The Westside Industrial Specific Plan Environmental Impact Report (EIR) was certified before the adoption of this Specific Plan. The EIR examines the environmental impacts of the proposed plan and focuses on changes in the environment that would result from implementation of the plan. The EIR identifies mitigation measures as appropriate to reduce significant impacts, and incorporates a Mitigation Monitoring Plan.

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). In general, if it is determined that a subsequent project is consistent with the Specific Plan and within the scope of the EIR, no further environmental review may be necessary. If it is determined that a development application is inconsistent with the Specific Plan and/or subsequent evidence exists that supports the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

2.9 Relationship to City Ordinances

In general, project applicants shall comply with the permitted land uses and development standards established in the relevant sections of the City of Turlock Zoning Ordinance.

Project applicants and designers must refer to the Zoning Ordinance development standards, the City Design Guidelines, and the WISP Design

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Guidelines to adequately address all standards and design guidelines applicable to commercial, office and industrial land uses and buildings in the Plan Area.

Where the provisions of the WISP Design Guidelines differ from the Zoning Ordinance, the WISP Design Guidelines shall apply to development within the Plan Area.

3.

LAND USE

This section describes location and characteristics of the land uses that will develop in the Plan Area. Land use characteristics include the type of use permitted and the development standards that will be applied in the review of individual development proposals.

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3.1 Land Use Objectives

Objective 1. Identify and plan for industrial and office land use to satisfy the long term employment growth that will sustain the economic viability of the community.

Objective 2. Establish an attractive industrial and business park that will provide a high quality work environment and an attractive landmark for the City of Turlock along SR 99.

Objective 3. Provide attractive gateways to the City of Turlock at the north and west points of entry.

Objective 4. Establish a new industrial and office center that accommodates the specific business activities identified as the Agriculture Science Cluster.

Objective 5. Allocate land use in a manner that encourages and facilitates pedestrian access.

Objective 6. Maintain coordination between land development and expansion of public utilities and streets to ensure that utilities are available in a timely manner.

Objective 7. Implement innovative technologies for communications, water and energy conservation in site design and building architecture.

3.2 Land Use Policies

The following policies relate to the entire Plan Area. Additional policies and development standards will apply to individual development types and land use categories as defined in this section.

LU-P 1. Designate a portion of the Plan Area in the vicinity of SR 99 between Fulkerth Road and Main Street as the core of the Agri-Science Cluster. The core would accommodate offices, light industrial, and commercial and service commercial uses.

LU-P 2. All development shall comply with design standards established in this Specific Plan.

LU-P 3. Land use should be coordinated with reasonably foreseeable public transportation systems to ensure that land uses with a projected average employment density of 20 or more employees per acre are located within 1200 feet of likely transit routes.

LU-P 4. Land use should be allocated so that the destination for heavy truck traffic is generally located on the west side of the Plan Area with access from Washington Road.

LU-P 5. Compact form and pedestrian orientation should be emphasized in new community and neighborhood shopping areas. (GP Policy 2.4-f)

LU-P 6. Designate at least one commercial area that emphasizes pedestrian space and provides a public plaza as the central element.

LU-P 7. Development should be coordinated with the local pedestrian sidewalks to ensure that employees can conveniently and safely walk to work and to the commercial and service support areas.

LU-P 8. Development will occur in phases linked to specific infrastructure improvements as defined in Section 5, Implementation.

LU-P 9. Agricultural activity will be allowed to continue on lands designated for urban use, until urban development is imminent.

LU-P 10. Design industrial development to minimize potential community impacts adversely affecting residential and commercial areas in relation to local and regional air quality and odor, adequacy of municipal service, local traffic conditions, visual quality, and noise levels. (GP Policy 2.5-h)

LU-P 11. Buffer industrial and heavy commercial areas from adjacent residential, commercial and recreation areas. (GP Policy 2.5-i)

LU-P 12. Designate industrial areas to be solely utilized by industrial uses to maintain and encourage mutually supportive, attractive, and compact industrial environments and to be protected from encroachment or preemption by other incompatible uses. (GP Policy 2.5-j)

3.3 Land Use Concept

Not all land uses are compatible and therefore it is necessary to separate some activities from others through land use categories. It is also important that the uses are located where they can establish a strong identity for the Plan Area and can facilitate economic efficiency among diverse, but related businesses.

The land uses in the Plan Area are located in response to the following criteria.

❖ Existing Land Use: The future land use pattern is partially established by the existing land uses. Notably, the industrial uses south of West Main Street establish that as an area suited to heavy and light industrial uses. Similarly the existing commercial uses on West Main Street and Fulkerth Avenue suggest the continued expansion of similar uses in those locations.

❖ Relationship Among Uses: Office and commercial uses would be restricted by incompatibility with adjacent heavy industrial uses. The Plan Area needs to locate uses adjacent to those that will have the least conflicts and needs to provide transitions between incompatible land uses.

❖ Road Capacity and Proximity to Rail Service: Heavy industrial uses and other uses dependent on rail service should be located along the rail line or where spur lines can be extended. Likewise, those uses with heavy truck and/or employee traffic should be located where they will have access to the greatest road capacity.

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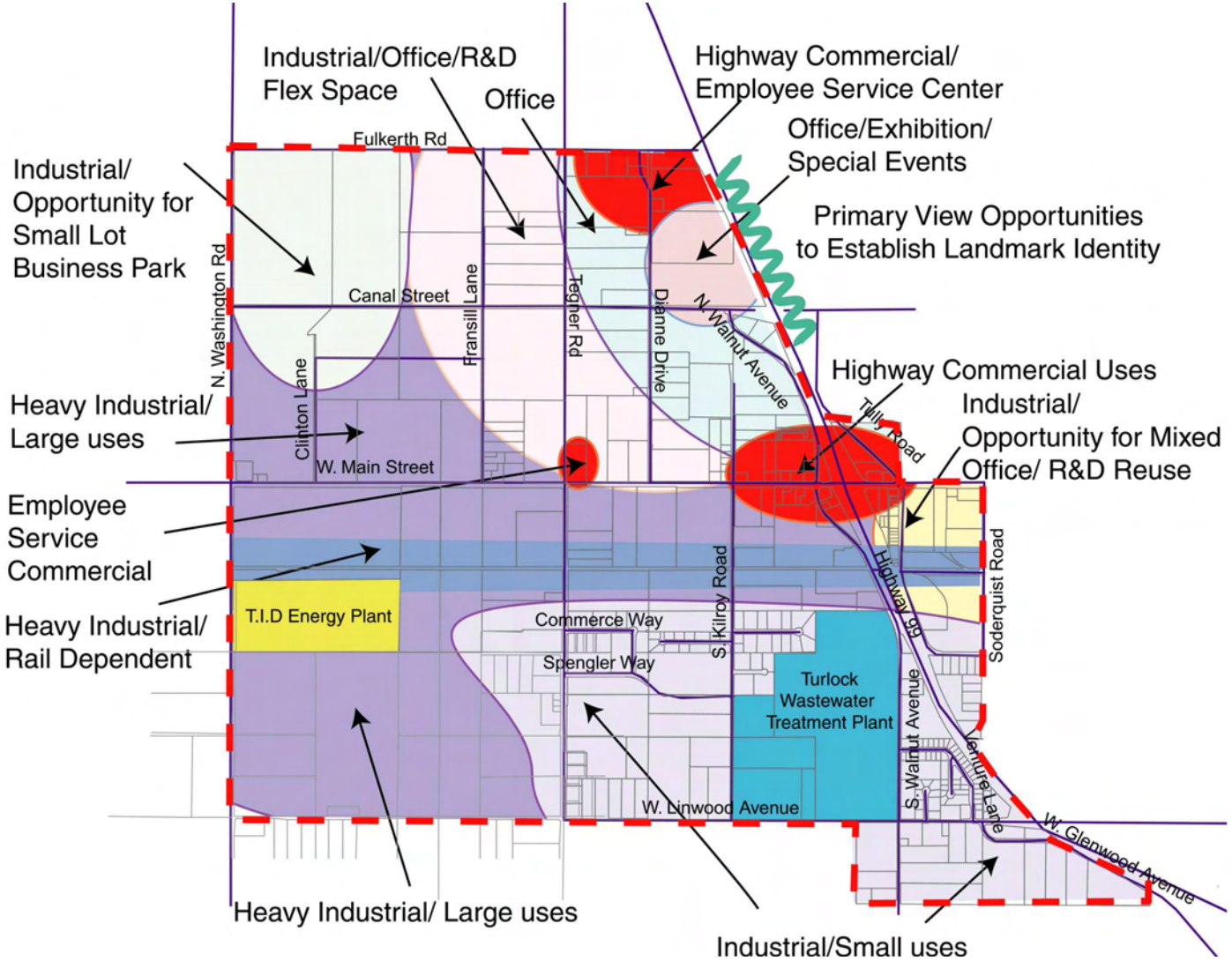
Figure 3-1 Land Use Concept Diagram



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❖ Employee Access: Given the City of Turlock General Plan policies, the resident work force will live east of SR 99. Consequently, local employee traffic will tend to flow east-to-west over the existing street system. The uses with the highest density of employment should be located near SR 99 and the major cross streets in order to minimize traffic conflicts with heavy truck traffic and out of area commuters.

❖ Detention Basin and Canals: The detention basin at Dianne Drive and Canal Drive has the potential to be a visual and recreation amenity. Likewise, the West Canal and possible other surface drainage features have the potential to be visual amenities. Land uses should be configured to maximize this potential by placing higher intensity uses with high employee densities nearby.

❖ Visual Amenity: The SR 99 frontage between Fulkerth Avenue and West Main Street provides an unusual opportunity to establish a prominent visual statement for Turlock. This area should be used by land uses that have relatively high landscaping values and would use the freeway frontage for architectural statements and signature.

These factors suggest that the land use should generally be distributed in the following pattern. Industrial uses would occupy most of the area south of West Main Street. Additional industrial uses would in-fill among uses similar in character that are already in the area. Expansion of the industrial uses would be located on the north side of West Main Street west of Fransil Lane. This area would provide spaces for large, single users, and/or development of an industrial park that would accommodate a variety of small uses. The proximity to West Main Street and Washington Road would provide excellent truck access. This area also provides potential use of recycled water from the Turlock Wastewater Treatment Plant and proximity to a major gas line and electric power from the new Turlock Irrigation District (TID) Walnut Energy Center energy plant.

From this cluster of heavy industrial uses the land plan transitions through industrial-office use to areas dedicated to office and commercial uses. The northeast quadrant of the Plan Area would provide the service commercial, office and institutional uses that would become recognized as the core of the Agri-Science Cluster. Office and commercial uses would be designed and landscaped to provide a distinctive landmark for Turlock and the Plan Area along SR 99.

3.4 Land Use Summary

Table 3-1 Summary of Specific Plan Land Use

Land Use	Acres	%
Commercial Office (CO)	123	4.7
Community Commercial (CC)	93	3.5
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Exhibit 18

Figure 3-2 Land Use Map

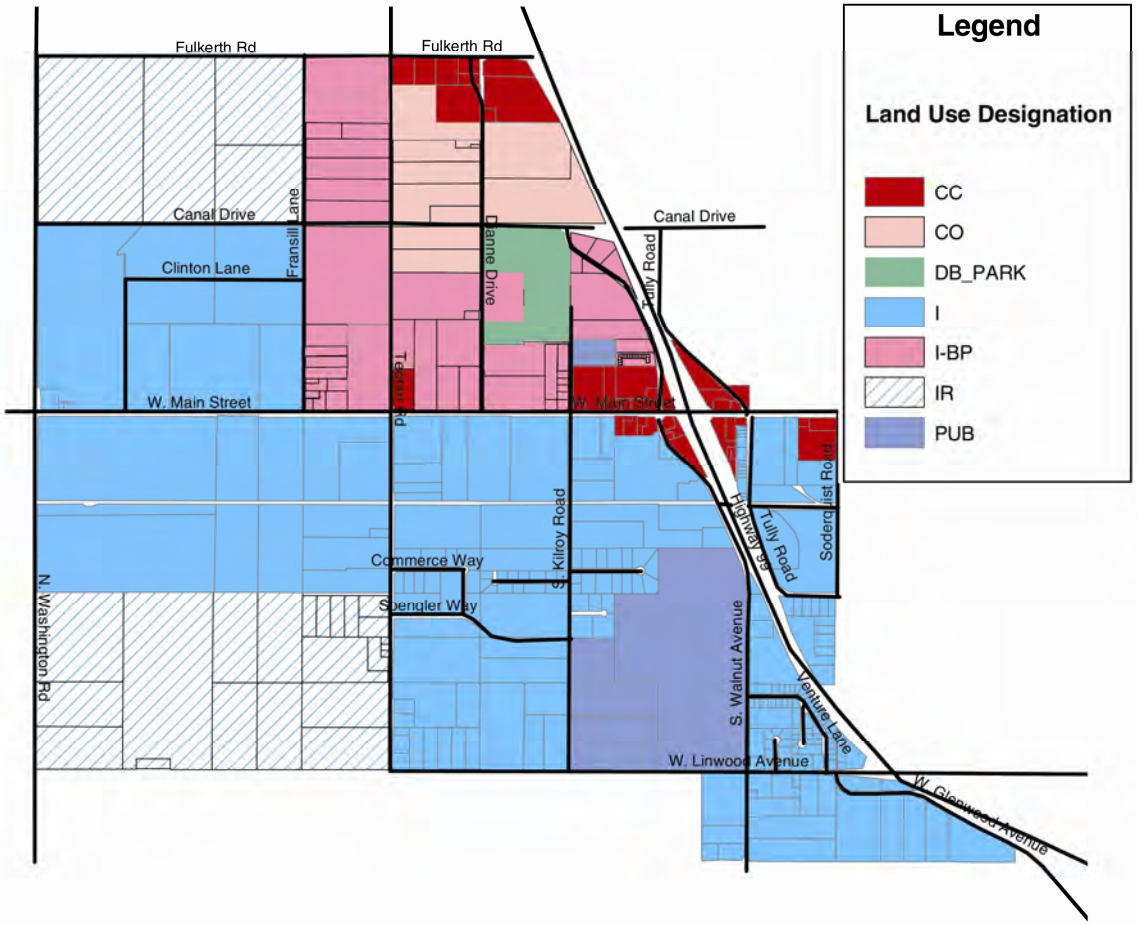

Exhibit 18

3.5 Land Use Categories

The Plan Area includes four primary land use categories: Business Professional (BP), Community Commercial (CC), Industrial Business Professional (I-BP), Industrial (I). These primary uses are supplemented by three functional land uses: Public (PUB), Detention Basin Park (DB-P), and Industrial Reserve (IR).

Industrial Land Use

General Plan Designation: Industrial (I)

Zoning: Industrial (I)

Purpose/Intent

The Industrial land use will accommodate a wide range of industrial uses, including those that require rail access.

Light Industrial and Small Businesses includes a wide range of suppliers and services, such as printers, welding shops, electrical shops and other vendors that would serve the agri-science businesses.

Heavy Industrial would include all manufacturing and processing facilities associated with agricultural processing, food products, agricultural and food processing equipment and repair, materials and product handling, warehousing and cold storage.

INDUSTRIAL

Examples of suitable industrial uses, including food processing, agricultural processing and warehousing.

Exhibit 18

Industrial-Business Professional

General Plan Designation: Business Park (BP)

Zoning: Industrial-Business Park (I-BP)

Purpose/Intent

The Industrial/Business-Professional designation is used as a transition between the office uses and the more conventional industrial uses, but will have characteristics in common with each.

The industrial business-park may attract both large primary users and smaller supporting uses.

The large users may include regional offices, or research and development operations. The smaller uses shall provide services for the larger uses, other businesses and the general public. The business park sites shall be developed as planned developments that incorporate a common design, landscaping, and signs program to ensure a continuity of appearance and efficient circulation.

Research and Development would include laboratories and testing facilities for development, packaging, equipment, chemical processes, and other products relating to agriculture and food products.

Industrial-Business Professional

Examples of flex -space buildings suitable for office or light industrial or research and development.

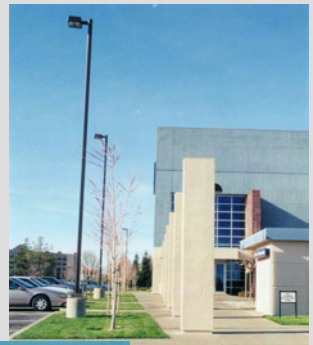

Exhibit 18

Commercial Office (Business Professional)

General Plan Designation: Commercial Office (O)

Zoning: Commercial Office (C-O)

Purpose/Intent

Business Professional land use would accommodate conventional business park, campus type office space. The growth in this type of space is anticipated in support of the Agri-Science industries and in response to population growth in the region. They will provide space for business headquarters and professional services, such as engineering services, attorneys, financial services, and other businesses oriented to the basic industries.

These are envisioned as landscaped, one and two story office buildings.

The existing Detention-basin Park on Canal Drive and Dianne Drive could serve as a visual focal point for the business park area, and as a central location for recreation and special events.

Office would include all professional and business offices relating to the development and production of agricultural and food products, as well as professional services to the community at large. This would include attorneys, lenders, accountants, engineers, design professionals, and the business offices of the agri-science related businesses. The planned business park setting would also accommodate headquarters offices for Agri-Science businesses located throughout the San Joaquin Valley.

Business Professional Offices

Exhibit 18

Exhibition and Conference Facilities would provide opportunities for Agri-Science related museums, trade fairs and conferences. These facilities would significantly enhance the Plan Area identity as a regional Agri-Science center.

Education and Training Facilities would support on-going education for Plan Area employees and would facilitate dissemination of new information among all segments of the Agri-Science Cluster.

Recreation Facilities would be used by Plan Area employees and Turlock residents. Recreation facilities in a business park setting provide the advantages of convenient access for workers during meal breaks and after work, a high visual amenity in the work area, and shared parking during non-business hours. The location of active sports facilities in industrial and commercial areas also provides the opportunity for night-lighting that is often constrained in and near residential areas.

Exhibit 18

Community Commercial

General Plan Designation: Community Commercial (CC)

Zoning: Community Commercial (CC)

Purpose/Intent

Commercial land uses will accommodate a range of commercial sites including larger retailers and small centers that would provide retail, personal and professional services, and dining, and leisure/recreation facilities to meet the needs of area residents and employees. The commercial land uses also can include business and traveler oriented lodging, conference facilities, recreation and leisure activities.

❖ Convenience Commercial would include retail shops that would serve the Plan Area work force during the business day, as well as highway travelers and Turlock residents.

❖ Service Commercial would include personal services, such as child day care, hair care, dry cleaners, pet care, banking, auto service, and other services that would be patronized by the Plan Area work force. The intent is to locate such services for the convenience of workers and thereby reduce the number of vehicle trips out of the Plan Area during the day.

❖ Lodging and Restaurants would serve the Plan Area work force as well as highway travelers, visitors to the Plan Area and Turlock residents. As the Plan Area expands its role as a regional business center the availability of business oriented lodging and restaurants will become increasingly important.

Commercial

Commercial sites may include plazas and other public gathering areas.

❖ Special Events such as seasonal celebrations, weekly farmer's markets, fairs, sporting events, music events, and arts and crafts fairs, and other similar events would enhance the identity of the Plan Area and attract visitors who would support local businesses during the non-business hours.

The existing commercial land uses located along West Main Street near Highway 99 are highway oriented fast food and entertainment that will continue to serve the community, but there is little room for expansion of these services in this area.

New commercial facilities near Fulkerth Road would relate directly to the existing commercial uses at the interchange and the planned business professional area. It will be important to establish a quality setting for restaurants and lodging at both commercial areas.

A third commercial site would be added to the Plan Area on the east side of the intersection of West Main Street and the future extension of Tegner Road.

Detention Basin Park

General Plan Designation: Public (PUB)

Zoning: Public and Semi-public (P-S)

Purpose/Intent

The P-S designation includes the public uses in the Plan Area, including the Wastewater Treatment Plant, the detention basins and the detention basin park. These uses are generally utilitarian in nature, and are not generally accessible to the public. However, the detention basin-park on Dianne Drive, and similar other detention basins that may be developed elsewhere in the Plan Area have the potential to be major visual and recreation amenities.

Industrial Reserve

General Plan Designation: Urban Reserve (UR)

Zoning: Industrial Reserve (IR)

Purpose/Intent

The northwest and the southwest areas of the Plan Area are designated as Industrial Reserve to indicate the intent to industrialize this area consistent with the Westside Industrial Specific Plan, beyond the life of the current General Plan 1992-2012. Areas designated Industrial Reserve may be suitable for annexation and development upon updating the City's master infrastructure and urban service plans, i.e. a "municipal services review".

Conceptual Illustration of Detention Basin Park

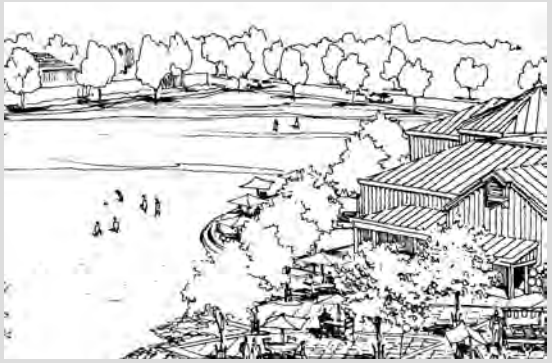

Exhibit 18

3.6 Land Use Regulations

3.6.1. Purpose

The purpose of these regulations and design guidelines is to expand on or provide detail for those few areas not already addressed in the Zoning Ordinance and City Design Guidelines. The City of Turlock has established Design Guidelines for commercial and industrial development (Turlock Municipal Code 9-5-1000ART and cross-referenced at Section 9-3-302 for commercial uses and Section 9-3-304 for industrial uses).

Development standards for site coverage and setbacks regulate the intensity and scale of the land use. Development standards for site development, landscaping, lighting, and building design address the overall visual and functional character of the development.

3.6.2. Applicability

The policies and standards apply to all commercial, office and industrial uses in the Plan Area. However, certain guidelines apply to all land use and building types where others apply only to commercial or to industrial uses. Site planning and architecture guidelines differ among different uses and therefore, the Site Planning and Architecture design guidelines are segregated among the principle land use types, Commercial and Industrial. Even within certain land use types the guidelines may differ.

3.6.3. Effective Date of Regulation

The effective date of the regulations is the date of adoption of the Specific Plan.

3.6.4. Relationship to City Ordinances

In general, project applicants shall comply with the permitted land uses and development standards established in the relevant sections of the City of Turlock Zoning Ordinance.

Project applicants and designers must refer to the Zoning Ordinance development standards, the City Design Guidelines, and the WISP Design Guidelines to adequately address all standards and design guidelines applicable to commercial, office and industrial land uses and buildings in the Plan Area.

Where the provisions of the WISP Design Guidelines differ from the Zoning Ordinance, the WISP Design Guidelines shall apply to development within the Plan Area.

3.7 Permitted Uses

The list of uses suited to the Plan Area is not identical to the permitted uses in the Turlock Zoning Ordinance. Table 3-1 lists those uses where the permitting requirements differ from those identified in Sections 9-3-302 and 9-3-402 of the Zoning Ordinance.

Exhibit 18

The land uses are designated as "P" (Permitted), "NP" (Not Permitted), "CUP" (Conditional Use Permit), "MDP", Minor Discretionary Permit, "MAA" Minor Administrative Approval, or "TULP" Temporary Use of Land Permit.

These use classifications are administered under the Zoning Ordinance Section 9-500. The Specific Plan expedites the project review process by ensuring that projects consistent with the standards of the WISP can be reviewed at the staff level.

Table 3-2 Permitted Land Use by Category

WISP Land Use Activities	Land Use Categories in Sections 9-3-302 and 9-3-402	C-O*	C-C*	I-BP*	I*	P-S*
Agricultural Research and Testing	Laboratories	MAA	MAA	MDP	MDP	NP
Industrial	Industry (General)	NP	NP	CUP	MDP	NP
	Industry (Limited)	NP	NP	MDP	MDP	NP
Office	Financial Services	P	MDP	MDP	MDP	NP
	Business & Professional	P	P	MDP	MDP	NP
	Medical and Dental	P	P	P	P	NP
Commercial	Shopping Center	MDP	P	NP	NP	NP
	Food and Beverage Sales (less than 10,000 sq. ft.)	NP	MDP	CUP	CUP	NP
	Retail Sales	P	P	MDP	MDP	NP
	Automobile Repair (Major)	NP	MDP	NP	MDP	NP
	Automobile Repair (Minor)	NP	MDP	MDP	MDP	NP
	Equipment sales, service or rental (office only)	NP	MDP	MDP	MDP	NP
	Equipment sales, service or rental (all types)	NP	MDP	NP	MDP	NP
Lodging and Restaurants	Restaurants	P	MAA	P	P	NP
	Restaurants (Drive-in)	NP	MDP	NP	NP	NP
	Restaurants (Fast food)	NP	MDP	NP	NP	NP
Special Events	Temporary Uses	TULP	TULP	TULP	TULP	TULP
Recreation Facilities	Commercial Recreation and Entertainment	NP	P	MDP	MDP	CUP
	Health/Recreation Center	P	P	MDP	MDP	CUP

Note: A shadowed box indicates that the use differs from the existing Zone Category permitted uses.
** Additional limitations and/or requirements established by the Zoning Ordinance apply.*

Light industrial uses may be permitted in the Industrial Business Park (I-BP) and Commercial Office (C-O) zoning districts upon approval of a Condition Use Permit if the Planning Commission makes the following findings:

1. The design is consistent with the Commercial Office design standards.
2. Flex-space interior design will allow for future conversion of office space: and
3. The design is not detrimental to long-term implementation of the Westside Industrial Specific Plan.

3.8 Development Standards

All land uses in the Plan Area shall comply with the development standards established by Turlock Zoning Ordinance, Section 9-3-303, 9-03-403 and 9-03-503. Table 3-3 summarizes the property development regulations that apply to each of the land use zones in the Plan Area. These are minimum standards. Development plan review may require modifications to these standards to accomplish the overall objectives of this plan and the specific conditions on an individual site.

LU-P 13. A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity, and to break up expansive fields of parking.

LU-P 14. Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing development adjacent to it. Larger structures require more setback area for a balance of scale.

LU-P 15. Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening, and landscaping need to be provided to mitigate any negative effects of industrial operations.

Table 3-3 Summary of Development Standards

	C-O	C-C	I-BP	I
Lot Size (sf)	n/a	n/a	15000	15000
Lot width (ft.)	n/a	n/a	150	150
Lot depth (ft.)	n/a	n/a	150	150
Lot frontage (ft.)	n/a	n/a	100	100
Yards				
Front (ft.)	0	0	20	20
Side (ft.)	0	0	0	0
Corner side (ft.)	10	0	20	20
Rear (ft.)	10	0	0	0
Maximum Height (ft.)	35	35	None	None
Typical FAR	0.35	0.25	0.6	0.6
Landscaping Standards	25%	10%	7.5%	5%
See Section 9-3-303 and 9-3-403 for additional regulations and notations.				

See Article 9-2-109(e)(7) for Setbacks and Parking Lot Landscaping
See Article 9-2-200: Off-Street Parking and Loading
See Section 9-2-216: Driveway and Corner Visibility
See Article 9-2-500: Signs
See Section 9-2-101: Accessory Structures & Uses
See Section 9-2-112: Outdoor Storage
See Section 9-2-118: Screening of Mechanical Equipment
See Section 9-2-121: Underground Utilities
See Article 9-2-400: Non-conforming Use Provisions
See Section 9-2-115: Recycling and Solid Waste Disposal Regulations

Exhibit 18

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4.

URBAN DESIGN

Urban design includes all components of the built environment, including buildings, landscaping, street frontage, signs and lighting. Whereas the land use standards established in Section 3 focus on the permitted land uses and the essential standards of setbacks, coverages and other development characteristics similar to the Zoning Ordinance, the design standards cover aesthetics and quality of the environment in significantly greater detail.

Even the simplest industrial building can provide a clean, attractive design and setting.

The Plan Area provides locations for campus style office parks in landscaped settings.

Exhibit 18

4.1 Application

The design standards presented in this section apply to all land uses and public areas in the Plan Area.

Relation to Zoning and Other City Standards

In general, project applicants shall comply with the permitted land uses and development standards established in the relevant sections of the City of Turlock Zoning Ordinance.

Project applicants and designers must refer to the Zoning Ordinance development standards, the City Design Guidelines, and the WISP Design Guidelines to adequately address all standards and design guidelines applicable to commercial, office and industrial land uses and buildings in the Plan Area.

Where the provisions of the WISP Design Guidelines differ from the Zoning Ordinance, the WISP Design Guidelines shall apply to development within the Plan Area.

4.2 Design Objectives

Despite the differences in function and character of individual uses and buildings it is important to establish some common design themes and principles that will be applied to all uses in the Plan Area.

The objectives apply to all land uses and all conditions, however, office and flexible office/industrial buildings would typically implement higher standards of landscaping, building design and employee amenities, whereas truck and rail dependent heavy industries will have less opportunity to implement high design standards.

Quality Design: Architecture and Grounds

Quality of design will produce buildings and public spaces that will endure and be maintained over a longer period of time. Poor design quality and/or trendy designs can result in buildings that are "disposable" in a relatively short period and thereby contribute to the overall decline of a community. Quality and durability of materials complements the quality of design.

The Plan Area will provide space for a variety of uses and these will require a variety of building types. Many of the buildings will be strictly utilitarian; others will need to present an image of prestige or purpose that relates to the building users. Irrespective of the fundamental purpose and nature of the building, all should adhere to essential design principles that reflect on the entire business environment. Quality development will attract quality users and tenants.

The architectural design of individual buildings implements the vision of the architect and the needs and preferences of the building owner and tenants. Therefore, the design standards cannot and should not dictate a specific design style or period to mimic. Design standards that specify the use of standardized materials or forms throughout the entire project are not appropriate. Nonetheless, design principles can be applied in the design of individual buildings. The application of these principles contribute to architecture that reflects the individual needs and character of the building owners, but incorporates common characteristics as well. The common characteristics shall create a sense of overall consistency and common identity throughout the project area.

Compatible Design

The Plan Area is likely to be developed over a period of time. Each phase of development must suit the individual objectives, tenant requirements, economics and aesthetics of the conditions at that time. Yet it is highly desirable that the total Plan Area development encompasses a certain style or design aesthetic in order to enhance the sense that this is a special place with a distinct identity.

Water Efficient Landscape Design

Landscape design and plant material selection shall consider water efficient species, and species that adapt to the water table of the area. Use of turf shall be limited to accent areas, activity areas, or in parkways, between sidewalk and street setbacks. Selection of the common area landscape materials should consider water conservation and their affect on the micro-climate around the buildings.

All landscaping shall comply with Zoning Ordinance Section 9-2-109.

Pedestrian Access

The development should be pedestrian friendly to encourage people to walk in the Plan Area. All building groups should be accessible from a walkway system that connects throughout the developed areas.

Pedestrian access within parking areas and between buildings is required throughout the Plan Area.

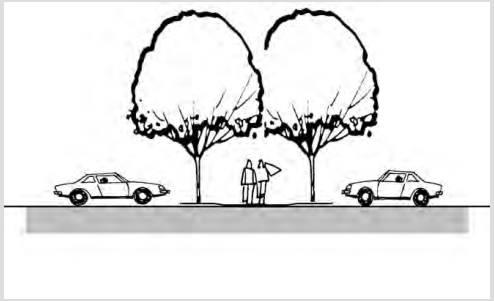


Exhibit 18

4.3 Site Design Features Common to All Land Uses

The design for individual land uses will differ greatly between commercial, office and industrial uses. Yet there are many design features that will be common to all land uses.

Applicability

This section defines the general policies and standards that are generally applicable to all development in the Plan Area. Specific conditions that apply primarily to a single use category are described in detail in sub-sections below.

4.3.2. Storm Water Management / Water Quality Enhancements

The Storm Drainage Master Plan set forth in Section 4 of this plan is partly predicated on the use of on-site storm water detention basins in new development. The storm water management system will rely on short-term detention to moderate the flow of storm water to the city collection system. In addition to short-term water storage, the detention basins provide water quality enhancements by settling and filtering run-off from streets and parking lots.

The detention basins and water quality features should be treated as a landscape design feature. Detention basins can provide a specific focal point and emphasis to landscaped areas within the project.

UD-P 1. Storm water management, (and detention basins, where

Example of an existing small detention basin and grassy swale in Turlock.

Example of a small commercial site basin with grass filter and stone/gravel filter.

Exhibit 18

necessary) shall be included in the site design for each development.

UD-P 2. Storm water management and detention basins shall be landscaped in a manner consistent with other on-site landscaping.

UD-P 3. The use of grassy swales and other best management practices are encouraged to filter storm water.

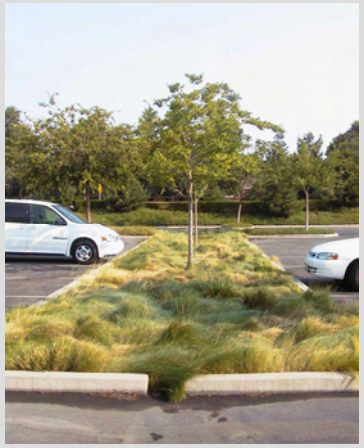
UD-P 4. Parking areas and driveways may be used for storm water detention.

UD-P 5. Storm water management and detention facilities that are landscaped and located within or adjacent to the front yard and street side setback and visible from the primary street shall be credited toward the landscape area requirement for each zone district set forth in Section 9-2-109 (e)(1).

UD-P 6. Buildings shall be oriented to provide views or direct pedestrian connections to water features throughout the site.

DS 1. Site grading shall be designed to create positive drainage throughout the site and to collect the storm water for the storm water drainage system.

DS 2. Water quality swales shall be a minimum of eight feet (8') wide. Slopes shall be graded at a maximum 3:1 slope. Water quality swales shall be landscaped with appropriate erosion control plant materials.



Depressed rather than raised landscaped parking median and native grasses used as a run-off filter.

Linear detention basin along parking area with stone/gravel filters and grassy swale.

Detention basin incorporated in office site landscaping.

Exhibit 18

4.3.3. Energy and Climatic Considerations

Energy conserving design not only will reduce the on-going operating costs of buildings but will also minimize the demand for new energy sources. Moreover, the design of energy conserving buildings will inherently reflect the climatic conditions of this region and thereby help establish a distinctive architectural style in the Plan Area. Energy conservation is implemented through building and landscape designs and orientations compatible with the climatic conditions.

UD-P 7. Passive solar design is encouraged whenever possible. Design of buildings shall demonstrate consideration of energy-efficient concepts such as natural heating and/or cooling, sun and wind exposure and orientation, and other solar energy opportunities.

UD-P 8. Life-cycle costs of buildings shall be considered in all commercial, office and light industrial buildings.

UD-P 9. Use of wind and thermal mass to heat and cool structures and public spaces shall be considered in the design of all buildings.

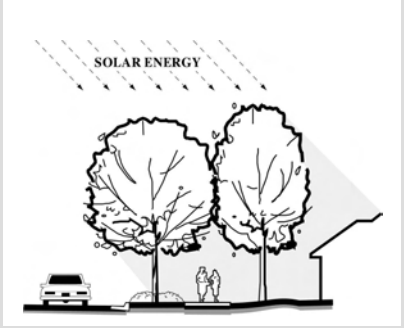
UD-P 10. Application of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System is encouraged.

DS 3. Solar collectors, if used, shall be oriented away from public view or designed as an integral element of the roof structure.

DS 4. Buildings adjoining public spaces, such as along a pedestrian promenade, shall be designed to provide sun to walkways and primary gathering areas in the winter.

DS 5. Sun shade structures such as building overhangs, verandas, trellises and porticoes shall be incorporated in the design of all buildings at the primary entry and pedestrian approaches to all buildings.

Simply locating trees on the south and west side of buildings can significantly reduce energy demands for summer cooling.



Trellis covering walkway between buildings.

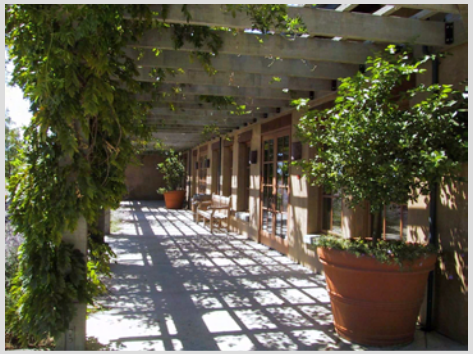


Exhibit 18

4.4 Urban Design Elements

In addition to the design character established by individual development features the Plan Area will be identified by the special design features.

4.4.1. Streetscape

The streetscape includes trees, groundcover, lighting, directional and entry signage, and walls. A coordinated streetscape design helps to establish the design identity framework for the overall Plan Area, but allow the character of each business to be expressed in their signs and landscaping.

The objectives for the streetscape include:

- ❖ Establish a sense of quality development.
- ❖ Provide signs to identify the project, and guide pedestrians and motorists.
- ❖ Provide a comfortable, safe environment for pedestrians.

The streetscape includes landscaping in the public-right-of-way. The Turlock Zoning Ordinance requires that .."*All land area within the public-right-of-way adjoining all sides of any parcel or building site that is not otherwise covered with a building, structure, paving, or similar impervious surface shall be landscaped and maintained in conjunction with the landscaping installed on the adjoining property as regulated in this Article*". (Section 9-2-109 (e)(8)).

Therefore, all landscaping in the streetscape must comply with the Zoning Ordinance Section 9-2-109, Landscaping and irrigation. These development standards supplement the Zoning Ordinance standards with distinct streetscape features in the Plan Area. Various street widths and streetscapes will be used throughout the Plan Area depending on the character of the land use and the volumes of traffic anticipated. Figure 4-1 illustrates the location of each classification of streetscape. Figures 5-3 through 5-8 (in the Infrastructure section) illustrate the typical cross section of the streetscape that corresponds to each street classification. Table 4-1 provides a summary of streetscape characteristics, including the recommended trees on each street in the Plan Area.

Typical Landscape Corridor

All streetscapes will conform to a typical configuration that includes turf between the back of curb and the sidewalk. However, alternative landscape materials (such as low groundcover plants) may be allowed for the area between the curb and the sidewalk. Low shrubs, mulch or other ground cover would be used between the back of walk and the edge of the landscape corridor.

Conceptual Illustration of Landscape Corridor in Plan View

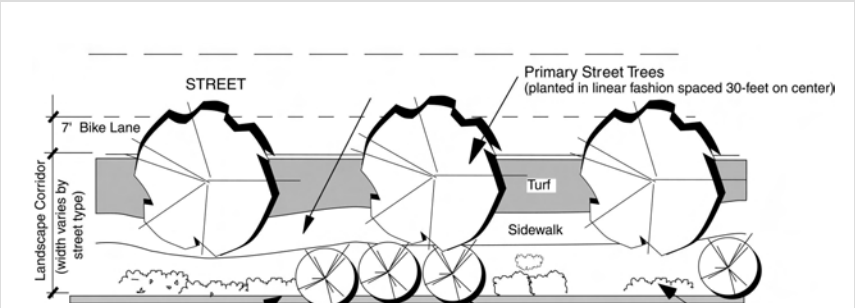


Exhibit 18

Figure 4-1 Location of Applied Streetscape Standards

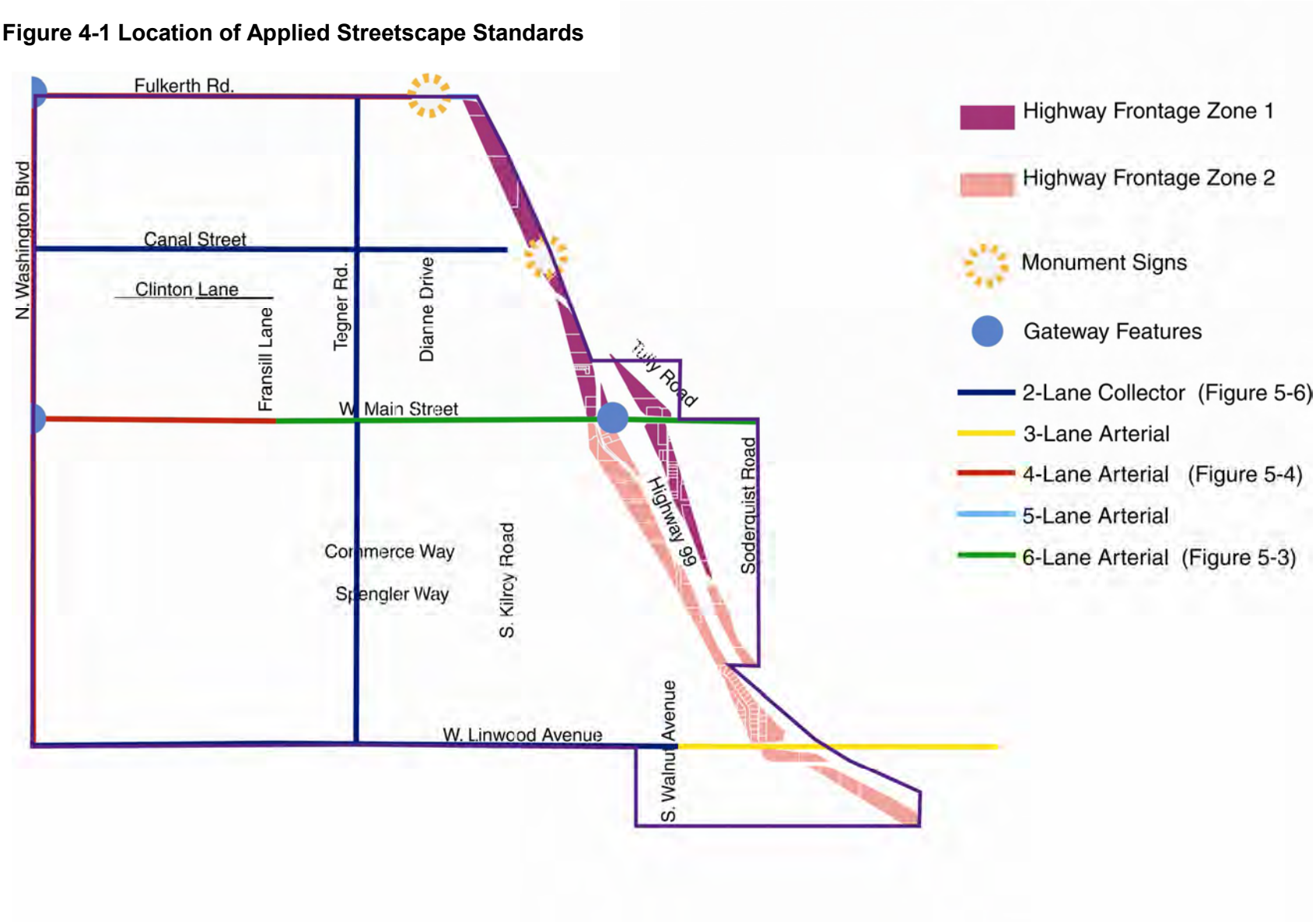


Exhibit 18

Table 4-1 Street Classification

Street Classification	Affected Street	Segment	ROW	Street Width	Median Width	Sidewalk Width	Landscape Corridor in ROW	Required on-site Landscape	Reference Figure
Arterial 6 Lane	Fulkerth Rd. West Main Street	SR 99 to Tegner Rd. Soderquist St to Tegner Road	110'	94"	16'	4'	4'	20'	See Fig. 5-3
Arterial 4 Lane	Fulkerth Rd N. Washington Rd S. Linwood Ave. W. Main St.	Tegner Rd. to Washington Rd. Fulkerth Rd. to W. Linwood Tegner Rd. to frontage road Tegner Rd. to Washington Rd.	110'	94'	16'	4'	4'	20'	See Fig. 5-4
Collector with Parkway	Fransil Road Tegner Road Dianne Drive Walnut Ave. Kilroy Rd. W. Glenwood Ave. Soderquist Rd. Tully Road	Fulkerth Rd. to W. Main St. Fulkerth Rd. to W. Main St. Fulkerth Rd. to W. Main St. Canal Dr. to W. Main St. terminus to W. Main St. W. Linwood Ave. to terminus W. Main St to Tully Road terminus to Soderquist St.	72'	50'	0	4'	7'	15'	See Fig. 5-5
Collector 2 Lane	Walnut Ave. Kilroy Rd.	W. Main St to W. Linwood W. Main St. to W. Linwood	70'	50'	0	4'	5'	15'	See Fig. 5-6
Canal Drive	Kilroy Rd.	SR 99 to Washington Rd.	72'	50'	0	4'/8'	6'	15'	See Fig. 5-7
Industrial	All interior industrial streets.		76'	60'	0	7'4"	4"	10'	See Fig. 5-8

Exhibit 18

Street Trees

Street trees will be the dominant visual element in the street scene. Secondary street trees are used to add contrast to the linear plantings of primary street trees. Street trees shall be planted in accordance with the Theme Street Tree List or as otherwise set forth in Article 7-7-500 of the Municipal Code relating to street trees and in accordance with the street tree planting standards as established by the City Engineer.

DS 6. Street trees shall be deciduous, broadleaf species to provide substantial shade over the landscape setbacks and sidewalks.

DS 7. Street trees shall be planted at least 3 feet from the curb to accommodate their ultimate growth.

DS 8. Secondary and accent trees shall be:

- ❖ planted in informal fashion as determined by space and tree species
- ❖ distinctive in form and/or color
- ❖ complementary to the form of the dominant street trees

Shrubs and Groundcover

Shrubs and ground covers provide color, texture, and seasonal interest in the common pedestrian areas, parking lots and landscape setbacks. They also provide a visual transition to fences, walls and utility equipment. Shrubs and foliage-type groundcovers may also be used in project entries to soften the ground plane and visually link other landscape materials.

DS 9. A variety of non-living groundcovers such as bark, cobble and larger stones are encouraged to supplement the primary groundcover and thereby reduce maintenance and irrigation. Groundcovers may also include mulch, flowers or naturalized groundcover including native grasses and shrubs.

DS 10. Lawn may be installed in areas with slopes of 3:1 or less. Groundcover is to be installed on any steeper slope areas.

Street Furniture

Street furnishings (including benches, trash receptacles, bollards, planters, bus shelters, and other similar amenities) provide a unifying design element in the streetscape associated with the commercial uses. The purpose of street furniture in the landscape setbacks is both aesthetic and functional.

DS 11. Street furniture is permitted within landscape setbacks provided placement does not interfere with clear-vision standards for street intersections, or pedestrian movement along the sidewalk.

DS 12. The design of street furnishings shall complement the design of surrounding elements including other furnishings, walls and fences, and building architecture.

DS 13. Metal components of street furnishings shall not be exposed such that they become harmful in high temperatures.

DS 14. Street furnishings shall be a low maintenance and vandal resistant design.

DS 15. Opportunities for art should be incorporated in the commercial use pedestrian areas. Art works located in the pedestrian areas and landscape setbacks shall be scaled to the pedestrian setting.

4.4.2. Highway (SR) 99 Frontage

The highway frontage along SR 99 through the Plan Area is a window into Turlock that provides an opportunity to establish an image not only for the Plan Area, but also for the entire community. The highway corridor is exceptionally important as the "first impression" for the city.

The Turlock Beautification Master Plan identifies the objectives for the design of the highway frontage:

- Signal Arrival to Turlock
- Create First Impression
- Introduce City Identity and Character
- Stimulate Interest
- Make Travel Experience Unique
- Visually Enhance the Corridor
- Provide Relief to Negative Visual Impacts

The existing conditions range from very attractive orchards and fields to heavy commercial sales and industrial uses with no landscaping or other notable design features. The Plan Area spans two distinctly different conditions. The freeway frontage north of West Main Street generally overlooks agricultural or more recently developed commercial and light industrial uses. South of West Main Street heavy industrial and commercial uses directly abut the highway and create a generally poor image.

Attractive tree grove along highway frontage at Pedretti Park.

Agricultural land along SR 99.

Commercial clutter adjacent to SR 99 south of West Main Street.

Exhibit 18

The Beautification Master Plan identifies design elements that should be implemented in the development of this Plan Area. These include:

- City Identity Monument
- Information Kiosk
- Fencing
- Brick Paving
- Orchard Planting
- Seasonal Interest Plants
- Views to Agriculture and Open Space
- Public Art

These elements will be included in the design features for the highway frontage. The design program for the highway frontage expands on the concepts provided in the Beautification Master Plan in consideration of the special uses planned in this area. Specific consideration is given to the following factors.

- Screen or reveal. One primary function of the highway frontage improvements is to screen unsightly conditions, but the highway frontage is also an opportunity to reveal the business activity and thereby attract additional business. It is important to note that the highway at Fulkerth Road and West Main Street affords an elevated view into the Plan Area that is difficult to screen. In addition, some uses on the west side south of West Main Street are considerably higher than the highway and also very difficult to screen. Commercial uses rely on visibility as an advertising mode and a balance must be struck between the unsightly character of open sales and storage areas, and the need to market products.
- Close or open. The fence along the highway poses a similar, but not identical, issue. A solid fence serves to screen the uses along the highway edge, but also provides a sense of enclosure that may not be desirable along the highway.
- Agriculture or urban. Industrial, office and commercial activity is the essential purpose of the proposed development. The attractive urbanized areas will provide a distinctive, memorable identity for the Business Park. The agricultural character of the area will be reflected in the orchard planting, but need not be the dominant theme in all areas.
- Visual scale. The speed of travel along the highway requires that monumentation, landscape features and signs must be of sufficient scale to be noticed and memorable. This does not require that monuments and signs be scaled similar to the large automall or shopping center signage, but should be appropriately scaled to the setting.
- Durability. The materials used in monumentation, signage and paving must be durable enough to withstand weathering and the wear of vehicle traffic.
- Maintainability and cost: The frontage improvement design should be relatively easy to maintain and cost effective to construct.

The Plan Area will address two distinctly different approaches to the highway frontage.

Highway Frontage Zone 1

Zone 1 (refer to Figure 4-1) addresses the area north of West Main Street and south of West Main Street on the east side of SR 99. In this locale the land is still predominantly undeveloped and is planned for commercial and office use. This presents an opportunity to provide an attractive open view

to the future development and remaining agricultural use. This will be the signature for the Plan Area.

Zone 1 frontage improvements must conform to the following design standards.

DS 16. All Commercial and Commercial Office designated land abutting SR 99 shall provide a landscape corridor not less than 25 feet wide along the frontage. Such landscaping area may include storm water detention facilities.

DS 17. Landscaping along the frontage shall include orchard planting and grass, clover, and wildflower mixes. Orchard plantings shall be grouped to provide periodic views into the adjacent land use.

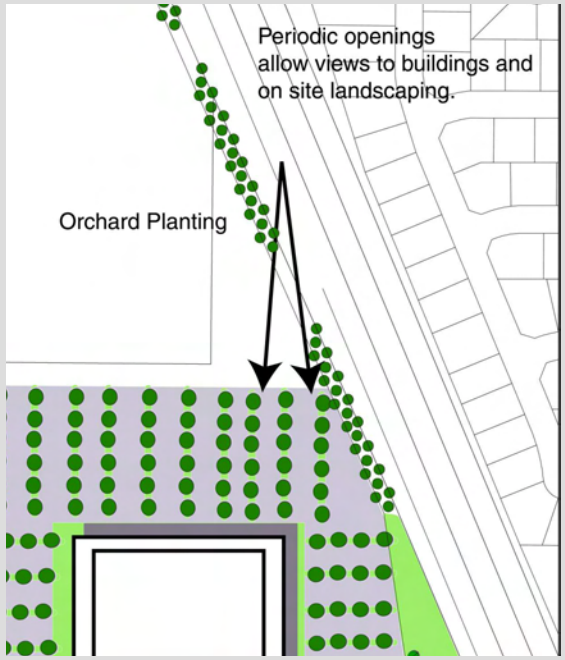
DS 18. The SR 99 right-of-way shall be landscaped with grass, clover and wildflower mixes.

DS 19. All groundcover plant materials shall be drought tolerant and able to withstand mowing once established and shall be selected to provide a succession of color throughout the year.

DS 20. All groundcover areas shall be designed to allow mowing.

DS 21. Berms may be used to partially screen parking and service areas. Such berms should not be continuous and should be coordinated with the orchard planting to provide views into the adjacent use.

Concept illustration of open landscape along SR 99 in Frontage Zone 1.



"Orchard planting" consists of non-fruiting, small, decorative trees, such as flowering plum or pear, that are similar in size and shape to commercial orchards, but may be of different, distinctive color, such as the plum. The trees are planted in rows as in an orchard, the distinctive color provides a notable landmark element to the highway frontage.

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DS 22. Fences shall be an open type that allows views to the adjacent use. Black vinyl coated wire mesh is the preferred fence material.

DS 23. Truck parking areas, including driveways and delivery bay areas, are to be set back a minimum of 25 feet from the SR 99 right of way. Any trash enclosures, service entries, and/or loading dock shall be fully screened from view.

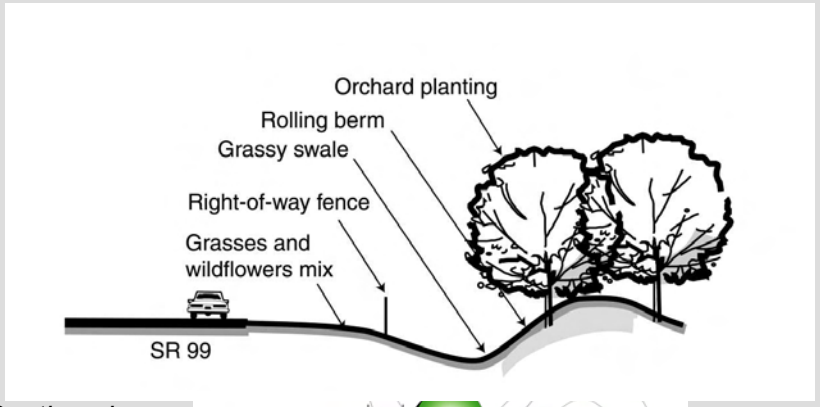
DS 24. Where permitted by individual site development plans, tree planting pockets abutting the setback area should be developed between adjoining buildings or clusters of buildings or at "dead spaces" occurring within individual site development plans. The tree planting pockets are intended to introduce intermittent tree groves along the SR 99 edge.

DS 25. All building elevations visible from SR 99 should be designed to incorporate architectural detail that avoids the featureless design typically associated with "backside" facades and roof-mounted equipment.

Highway Frontage Zone 2

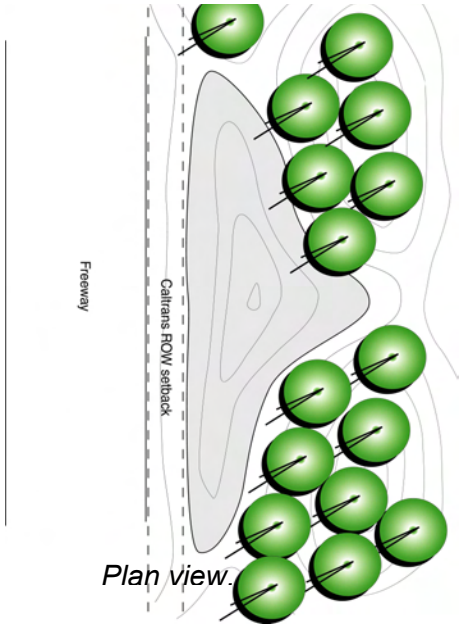
Zone 2 addresses the area south of West Main Street, generally on the west side of the highway. The typical condition in this locale is commercial or industrial use directly abutting the highway, and in many areas, the highway is elevated providing an unscreened view of the surrounding development.

The primary objective of the frontage treatment in these areas is to provide an attractive edge along the highway and to screen the activity beyond. Periodic openings in the screen would allow a view to more attractive uses and would allow a view to advertising signs as permitted in Zoning Ordinance Section 9-2-500.



Section view.

Conceptual SR 99 frontage open view landscaping with detention basin.



Plan view.

Exhibit 18

Zone 2 frontage improvements must conform to the following design standards.

DS 26. All Commercial and Industrial designated land abutting SR 99 shall provide a landscape corridor not less that 25 feet wide along the frontage. The landscaping may include orchard planting or informal masses of trees to screen specific buildings or service facilities.

DS 27. The Caltrans right-of-way shall be landscaped with grass, clover and wildflower mixes.

DS 28. All groundcover plant materials shall be drought tolerant and able to withstand mowing once established and shall be selected to provide a succession of color throughout the year.

DS 29. All groundcover areas shall be designed to allow mowing.

DS 30. Fences shall effectively screen views to the adjacent use. Open wire mesh fence covered with an evergreen, perennial vine plant is the preferred fence type. Solid fences shall be allowed but shall be approved by the Community Development Director. Solid fences shall be designed to allow mowing and maintenance along the base without damaging the fence.

DS 31. Truck parking areas, including driveways and delivery bay areas, are to be set back a minimum of 25 feet from the SR 99 right of way. Any trash enclosures, service entries, and/or loading dock shall be fully screened from view.

DS 32. Roof mounted mechanical equipment must be screened from view from the elevated highway.

Simple tree plantings and grass, such found in front of the Turlock Fruit Company, provides a very attractive and effective screen of an industrial use viewed from the

DS 33. Equipment, building materials and other products offered for sale shall be set back a minimum of 20 feet from the SR 99 right-of way.

4.4.3. Public Art

The landscape along the highway frontage provides an opportunity to present public art as a landmark signature for Turlock. Public art in this setting can include murals and sculpture of various types. The intent is to provide attractive visual elements that relate to the industrial and commercial uses in the area and the character of the community.

DS 34. Sculpture should be scaled to be clearly visible and notable from the adjacent highway, but should not be visible from a distance.

DS 35. Kinetic sculptures that move in response to wind, thermal changes or other natural forces are highly desirable. However, the motion of sculpture should not be frenetic or otherwise distract drivers.

DS 36. Sculptures should be front lighted.

DS 37. Art located on private land in the highway frontage zone shall obtain a conditional use permit under Section 9-5-600.

DS 38. Sculpture should not be clearly identifiable with a single manufacturer or product.

DS 39. Public art in the form of murals, or three dimensional relief sculptures may be attached to a building or screen wall.

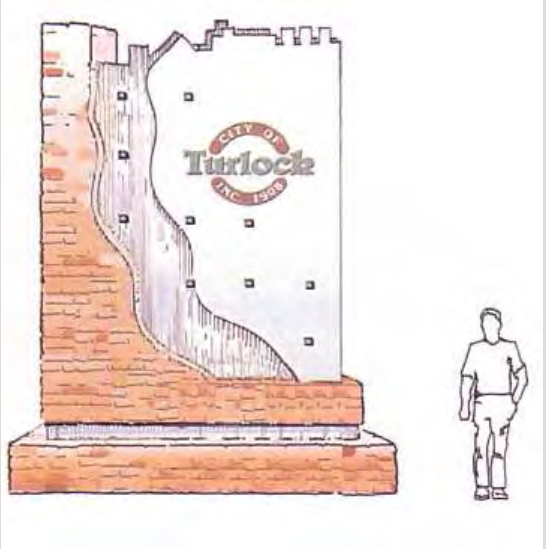
4.4.4. Gateways and Landmarks

Gateways provide a sense of arrival, reaffirm direction, and reinforce the identity and character of Turlock. The Turlock Beautification Master Plan identifies the location of city gateways that define the primary and secondary entrances to the City. Figure 4-1 shows the two primary gateways located within the Plan Area, Hwy 99/Fulkerth Road and Hwy 99/West Main Street. In addition primary gateways are identified nearby at Hwy 99/ Taylor Road, Hwy 99/Monte Vista Avenue and Hwy 99/Lander Avenue.

The gateway elements include:

- ❖ Monumentation
- ❖ Fencing
- ❖ Orchard Planting
- ❖ Seasonal Interest Plants
- ❖ Public Art

The Turlock Beautification Master Plan establishes a palette of forms and colors to be used in the design of the gateways and other features throughout the city. The gateways and landmarks may take a variety of forms, but once a design is established it should be the dominant form and composition for all public monumentation.



Conceptual Illustration of the gateway monumentation. (Source: RRM Design Group Turlock Beautification Master Plan 2002).

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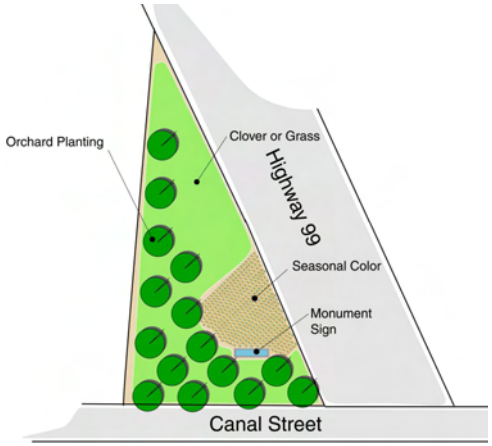
Landmarks

Landmarks are similar to gateways, but are typically located along the frontage between, rather than at the interchanges. The purpose of the landmark is to identify a specific use, such as the business park. Landmarks may include significant buildings, or monuments and landscaping similar to the gateway features. The Caterpillar building located south of SR 99 near Lander Avenue is a type of landmark building.

The area along the west side of SR 99 just north of the Canal Drive over-crossing provides a unique opportunity for a landmark that would identify the future location of a business park consisting of Commercial Office and Industrial-Business Professional uses.



UD-P 11. A landmark feature should be located on the north side of the Canal Drive over-crossing adjacent to SR 99. The landmark should be clearly visible from the southbound lanes.

DS 40. The landmark should contain elements that relate to the agricultural history and Agri-science uses anticipated in the Plan Area.

DS 41. The landmark should be at a scale that is easily read by highway travelers, but not taller than 20 feet.

DS 42. The City of Turlock logo and a signature element shall be prominently displayed in the landmark feature.

DS 43. The landmark feature design should include accent trees and special lighting effects that highlight the landscape and project name. These elements may be located on a raised planting area and may incorporate the fill slope of the Canal Drive over-crossing as a back drop for the feature.

DS 44. The landmark feature should be designed for simple, cost-effective maintenance.

Conceptual Illustration of landmark monumentation.

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Hwy 99/Fulkerth Road Gateway

The southwest quadrant of the Hwy 99/Fulkerth Road gateway lies in the Plan Area. The Beautification Master Plan recommends that the intersection be used to create a "gateway scene" that identifies the area a major gateway including monumentation, fencing, orchard planting and seasonal interest plants. The logical location for the monumentation is the northeast quadrant outside the Plan Area.

The southwest quadrant must allow for a proposed southbound on-ramp. The ramp will begin at ground level and climb to the elevated highway, thereby providing an elevated view of the Commercial and Commercial Office uses.

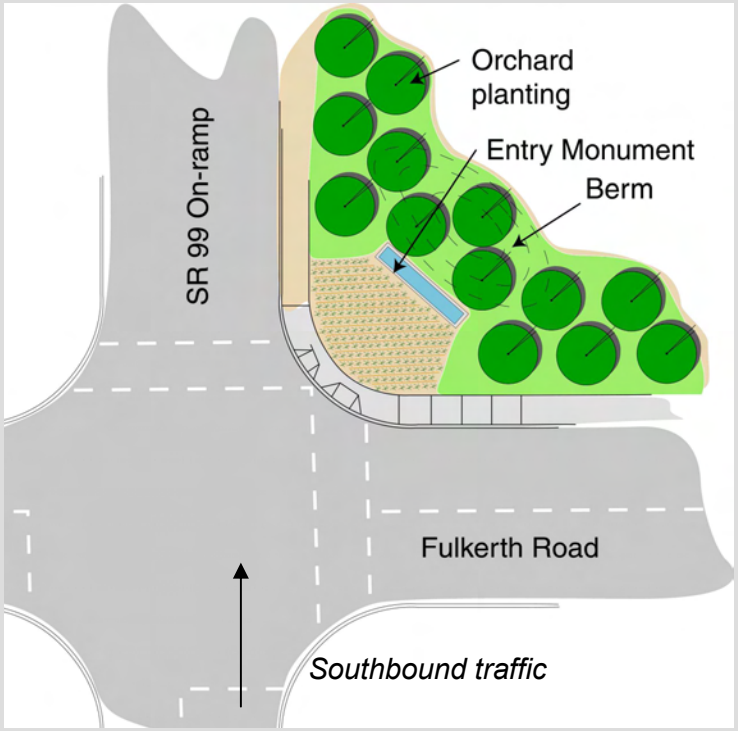
DS 45. The landscape corridor at the intersection of Fulkerth Road and the highway ramps shall include a white rail fence, orchard planting and groundcover consisting of grass, clover and wildflower mix.

DS 46. The white rail fence shall be located at the right-of-way property line and shall transition to the open style mesh fence at approximately 200 feet from the entry to the on-ramp.

DS 47. No commercial signage shall be permitted in the landscape corridor at the intersection.

DS 48. Directional monumentation and the Business Park identification may be included in the landscape corridor.

DS 49. Banners may be included along Fulkerth Road in the landscape within 400 feet of the intersection.



Conceptual illustration of gateway landscaping at Fulkerth Road/ SR 99 on-ramp.

Hwy 99/West Main Street

The West Main Street interchange is a major cross-road that is one of the most significant gateways to the city. The Beautification Master Plan recommends introducing tan brick into the design of the gateway monument to reinforce the connection to the downtown. The land around the interchange is substantially developed in highway-oriented commercial

uses. The intent is to establish the identity of the city and the importance of this gateway while maintaining the marketing exposure for these uses.

DS 50. The landscape corridor at the intersection of Fulkerth Road and the highway ramps shall include a wall or solid fence, orchard planting and groundcover consisting of grass or clover.

DS 51. Surface drainage swales should be avoided in favor of underground drainage to provide relative flat or slightly elevated landscape areas.

DS 52. The orchard planting shall be the dominant tree in the gateway zone. Existing trees shall be replaced except where the existing tree is compatible with the orchard-planting concept or provides a visual background or significant shading.

DS 53. The fence shall be located at the right-of-way property line and shall transition to the open style mesh fence at approximately 200 feet from the entry to the on-ramp.

DS 54. No commercial signage shall be permitted in the landscape corridor at the intersection.

DS 55. Gateway monumentation and directional monumentation may be included in the landscape corridor.

DS 56. Brick pavers shall be used at cross-walks and any vehicle pull-out area within 200 feet of the intersection.

DS 57. Banners may be included in the landscape within 400 feet of the intersection.

Secondary Gateways

Secondary gateways include the same elements as the primary gateways, but are smaller in scale and complexity. The Beautification Master Plan does not identify any secondary gateways in the Plan Area, however, secondary gateways will be located on the east side of the intersection of West Main Street at Washington Road and Fulkerth Road at Washington Road, as shown in Figure 4-1.

DS 58. Secondary gateways shall be located within an area defined by a thirty-foot wide arc measured from the apex of the street rights-of-way on both sides of the street.

DS 59. The secondary gateway shall include a wall or solid fence, monumentation, orchard planting, seasonal planting and groundcover consisting of grass or clover.

DS 60. The monumentation shall identify this as an entry to the City of Turlock.

DS 61. Surface drainage swales should be avoided in favor of underground drainage to provide relative flat or slightly elevated landscape areas.

DS 62. The fence shall be located at the right-of-way property line and shall transition to the landscape corridor required along the adjacent street at approximately 100 feet from the intersection.

DS 63. No commercial signage shall be permitted in the secondary gateway.

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4.4.5. Plan Area Sign Program

Signage for business and industrial districts should be designed to enhance the identity of the district and the individual businesses.

All signs shall conform to the Zoning Ordinance Section 9-2-500.

DS 64. Business centers and parks should have overall signage and graphic identity concepts that guide district, site and building signage design.

DS 65. Business centers should have one detached monument sign located at the principal entry. Larger corner sites may be allowed a second sign to be located on the corner.

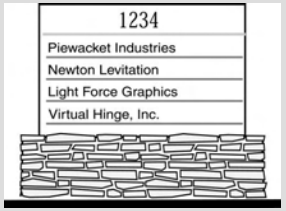
DS 66. Monument signs should be incorporated into the landscaping concept and be consistent with the architecture of the buildings that they serve.

DS 67. Way finding signage is encouraged. Signage that directs people to a building address, parking and visitor areas should be designed to reflect the graphic identity of monument and building signage.

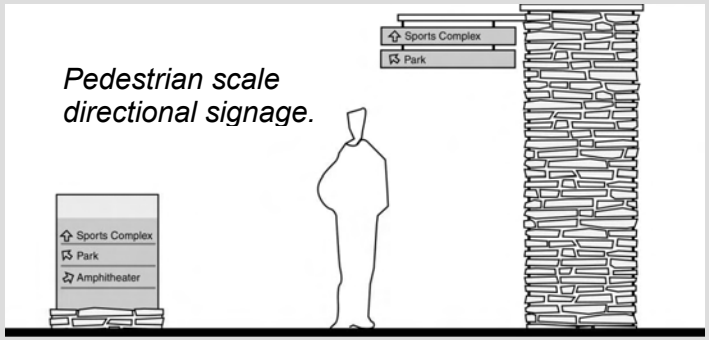
DS 68. Multi-tenant industrial and office buildings should have an overall signage design supported by tenant standards.

DS 69. Signage should be systematically located and styled to support the architectural design.

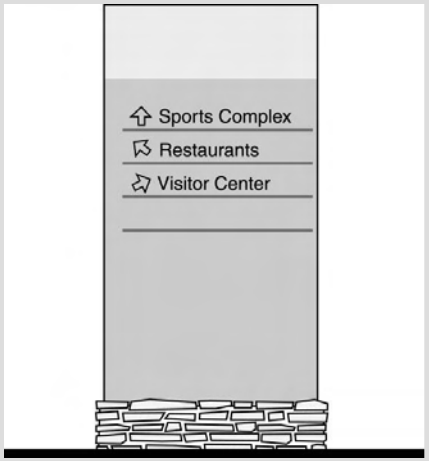
Signs should include a brick or stone base.



Multi-tenant monument sign



Pedestrian scale directional signage.



Conceptual illustration of major directional signage.

4.5 Standards Applicable to Specific Land Uses

The design standards described thus far apply to all land use categories in the Plan Area. In the following sections the standards apply to two broad land use categories, commercial and industrial.

Within these two categories, the design standards will be applied differently based on location and the specific use type. For example, the commercial and office uses adjacent to Highway 99 will be required to meet a higher standard due to the high visibility of those sites. Industrial uses will differ between research and development buildings and simple, utilitarian warehouses and shops.

Figure 4-2 illustrates the location of design districts and notes the differences in design character that will be applied in these areas.

District A applies to the commercial areas.

District B is envisioned as accommodating primarily office uses. It is oriented to the SR 99 frontage and is intended to provide high profile locations for office uses that benefit from a quality image and signage opportunities. In addition to these standards, the Highway Frontage Zone 1 standards will apply to this area.

District C is located generally west of Dianne Drive along the future Tegner Road. This area is intended to accommodate one or two story flex-space and is envisioned as more diverse in building occupancy.

Although most applicable to the Industrial Business Park Zoning District, these standards should also apply to those industrial uses visible from Highway 99 and arterial streets (Fulkerth Road, West Main Street, Washington Street and Tegner Road).

District D applies to the industrial areas. These uses will typically occupy very functional buildings and will have minimal landscaping. However, even the most utilitarian buildings and grounds should provide a solid, well kept building, clean grounds and landscaping that shades the building and parking areas and provides an attractive street front.

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Figure 4-2 Design Districts

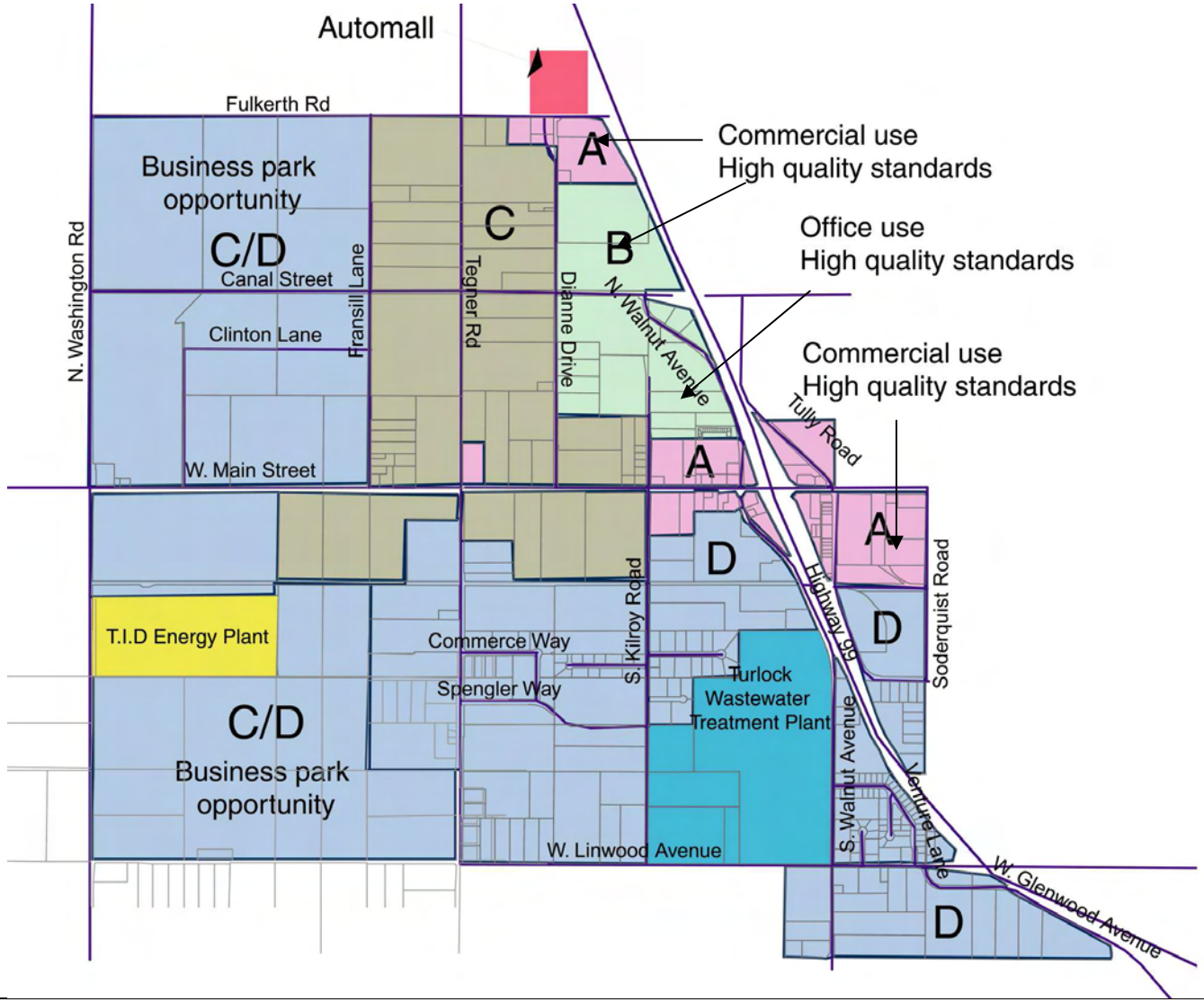

Exhibit 18

4.6 Commercial Design Standards

Objective

Commercial uses in the Plan Area will serve two distinctly different patron groups, highway travelers and local workers. The different but overlapping needs of these two groups define design features for the commercial uses.

Highway commercial uses typically require high visibility from the highway and quick, easy access. Convenience is a primary consideration, but the range of services is typically limited to food and auto related service.

Commercial services for the local work force will be more oriented to restaurants, shops and personal services. The primary demand will be during the work day, notably during the lunch hour and after work. The employees will require convenience and easy access, but the commercial uses also need to provide pedestrian oriented space that accommodates a more leisurely pace suited to lunch engagements and after hours shopping.

Applicability

These guidelines and standards apply to Design District A, which generally includes the Community Commercial District within the Plan Area.

Site Design and Building Orientation

Community Commercial uses shall design the buildings to be oriented to a pedestrian space, rather than the parking lot, and by providing walkways that connect the commercial uses directly to the sidewalk along the street.

DS 70. Structures should be sited in a manner that will compliment the adjacent structures. Sites should be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development.

DS 71. Whenever possible, new structures should be clustered. This creates plazas or pedestrian malls and prevents long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure.

DS 72. Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts. Enhance the sidewalk with textured paving, landscaping, and trellises where feasible.

DS 73. Community Commercial uses shall include a well defined public space, such as a plaza or pedestrian mall. The common public area shall provide an area not less than two percent (2%) of the total lease able floor area of the site and shall be

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designed to accommodate tables and benches for outdoor dining and casual seating as well as carts for outdoor vending. Such areas may be allocated to a specific use, such as restaurant.

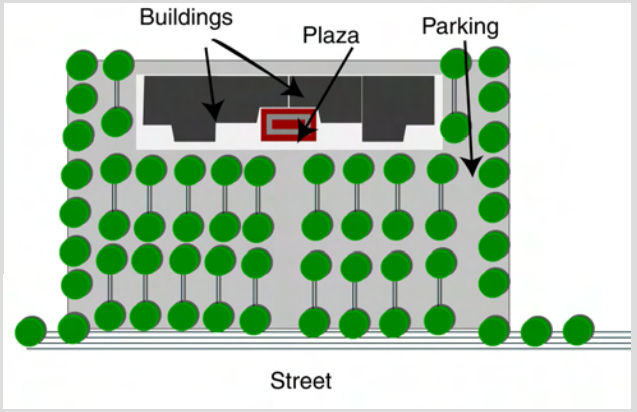
DS 74. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade, benches, fountains, etc.

DS 75. Small landscaping features such as seating areas, plazas and small groves shall be incorporated in the site design to provide interest and help guide pedestrians to the primary entries.

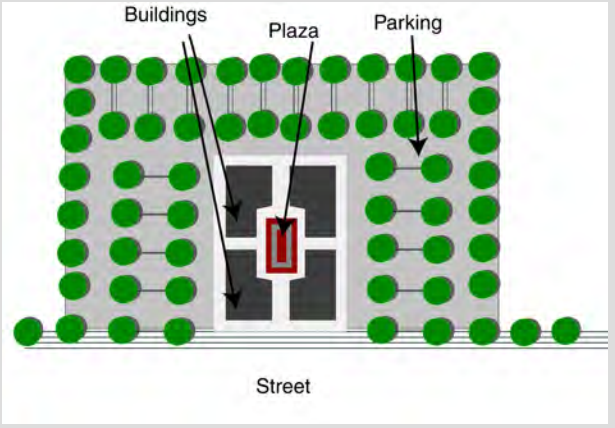
DS 76. The public common area shall be located at a prominent location within the commercial use area.

DS 77. The public common area should include a landmark feature such as a clock tower, fountain, or sculpture.

Buildings located in-line at rear of parcel with no relation to street. Parking area dominates the street front. No pedestrian space other than incidental to building front.



Buildings clustered to form a public plaza. Buildings pushed to street front with parking surrounding the cluster.



DS 78. Public art in commercial sites is strongly encouraged.

DS 79. Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided, as well as having their major façade parallel to the street.

DS 80. When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should not be offset from driveway openings.

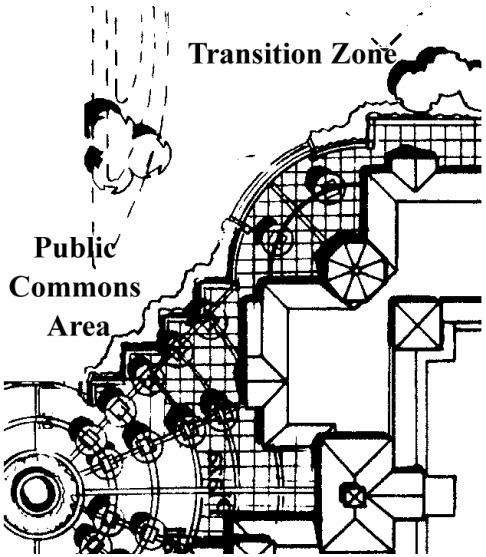
DS 81. Open space areas should be clustered into larger, landscaped areas rather than equally distributing them into areas of low impact such as at building peripheries, behind a structure or areas of little impact to the public view that are not required as land use buffer or as a required yard setback.

DS 82. Retail and service commercial uses adjacent to a public street shall provide building frontage not less than 15 feet from the back of curb along not less than 10 percent of the street frontage.

DS 83. On-site detention basins shall be landscaped in a manner compatible with the site landscaping and shall be incorporated in the site design.

DS 84. Buildings adjacent to a park, detention basin or informal open space shall be oriented to provide a plaza or courtyard to overlook the open space.

DS 85. Bicycle racks or lockers should be located in highly visible and convenient areas, but shall not obstruct the pedestrian walkways.



DS 86. Defensible space concepts and techniques shall be incorporated in retail commercial areas. Heavy landscaping near structures and on the periphery of parking areas shall be limited in order to maintain view corridors. Retail shops and

Exhibit 18

offices fewer than 10,000 square feet per tenant shall include a minimum of 15% window front length adjacent to walkways along the ground floor wall. These windows shall not be covered inside the building and shall allow direct line- of-sight into the building from the nearest parking area or driveway.

DS 87. Potential crime risk uses, such as walk-up ATM machines, shall be located in highly visible and well-lighted areas.

Parking and Circulation

In considering the possibilities for developing a new parking area, a developer should analyze the following factors: ingress and egress with consideration to possible conflicts with street traffic: pedestrian and vehicular conflicts; on-site circulation and service vehicle zones; and the overall configurations and appearance of the parking area. The project must comply with Zoning Ordinance Section 9-2-200.

DS 88. Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses in commercial developments should be emphasized, including distinct pedestrian access from parking areas in large commercial developments, such as shopping centers.

DS 89. Parking aisles should be separated from vehicle circulation routes whenever possible.

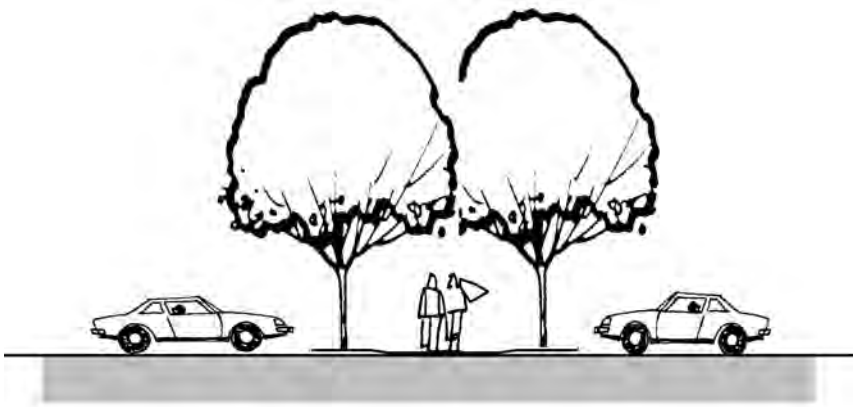
DS 90. Common driveways which provide vehicular access to more than one site are encouraged.

DS 91. Shared parking between adjacent business and/or developments is required whenever practical.

DS 92. Parking areas should be separated from structures by either a raised concrete walkway or landscaped strip, preferably both.

DS 93. Parking areas must be landscaped, receiving interior, as well as perimeter treatment.

DS 94. Where parking areas are connected, direction of travel and parking bays should be similar to reduce conflicts at points of connection.



DS 95. Parking access points, whether located on front or side streets must be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points should be limited to the minimum amount necessary to provide adequate circulation.

DS 96. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.

DS 97. Pedestrian walkways located in parking areas should be visible from structures. This can be accomplished by using design features such as walkways with enhanced paving trellis structures, or special landscape treatment.

DS 98. Linkages from the structures should be provided for pedestrian access to public sidewalks.

DS 99. Parking areas which accommodate a significant number of vehicles should be divided into a series of connected smaller lots.

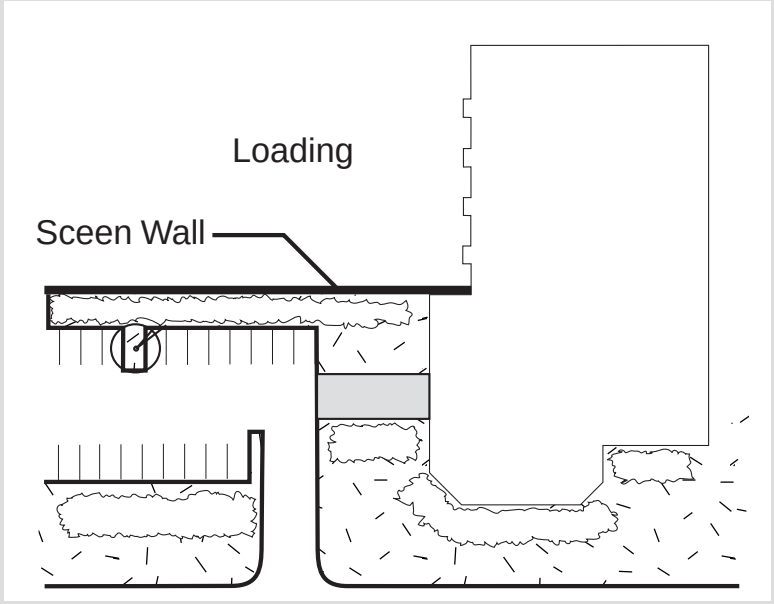
DS 100. The parking stalls which are perpendicular to a driveway or first aisle juncture, should be set back a sufficient distance from the curb to avoid traffic obstruction. With larger centers, significantly more setbacks may be required.

DS 101. Drive aisle throats should be of sufficient depth to avoid vehicle stacking into the street.

DS 102. Utilize an opaque wall or landscaping to screen any parking at the street periphery. A combination of walls, berms, and landscape material is recommended. Changing the grade of the parking lot from existing street elevations may aid in obscuring views of automobiles while promoting views of architectural elements of the structures beyond.

DS 103. On-site circulation should be designed to discourage speeding by avoiding long straight drives where conflicts with pedestrians and parked cars may occur. Speed bumps are strongly discouraged.

DS 104. Side or rear loaded delivery bays (and associated service/refuse areas) are preferred to front loaded delivery bays and should be screened from the pedestrian ways by a wall and/or landscaped berm.

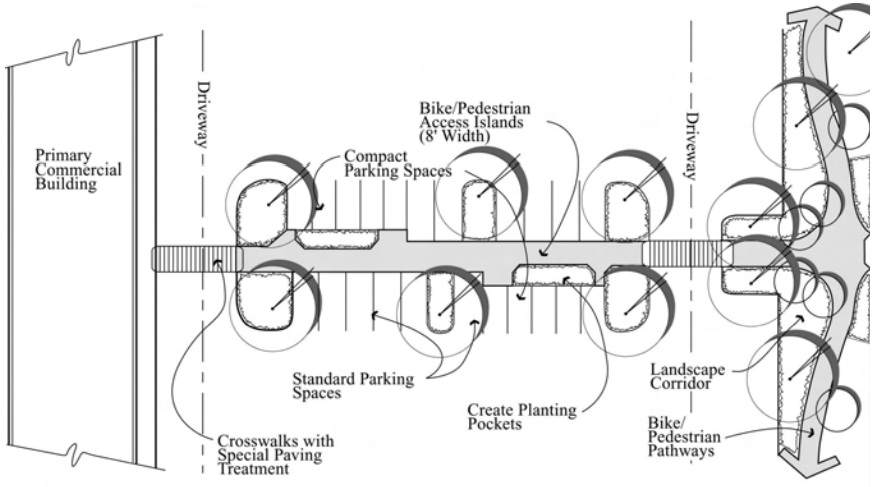


Rear and/or side loading bays are encouraged to screen truck loading operations from the street.

Exhibit 18

Public Transit Access

DS 105. Commercial developments adjacent to a public transit route shall provide a paved, direct pathway from the primary facade of the major building to the pedestrian path along the street edge leading to a transit stop. Where multiple buildings are included in the development each building over 50,000 square feet gross floor area shall provide a connecting path that permits occupants to easily walk to the nearest transit stop.



DS 106. A shelter and waiting area that would support future public transit shall be located in the commercial area.

Walls and Fences

DS 107. If not required for a specific screening, security or separation of incompatible land uses, walls should not be utilized within commercial areas.

DS 108. When used, walls should be designed to blend with the site's architecture. Both sides of all perimeter walls or fences should be architecturally treated. Landscaping should be used in combination with all walls.

DS 109. Security fencing and long expanses of fence or wall surfaces should be off-set and architecturally designed to prevent monotony.

Refuse Collection, Utility Service Areas and Outdoor Storage

The utilitarian elements of the site plan, including outdoor storage, utility service areas, and refuse collection areas are to be screened from the public use areas and streets, and shall not be used for display areas. *Section 9-2-112 (e) Screening,* requires "A solid fence or wall shall be required for all uses requiring a screen. The height of merchandise, materials, and equipment stored or displayed shall not exceed the height of the screening fence or wall. The Community Development Director may require additional screening in highly visible areas and may impose reasonable restrictions on the type of storage display or the location of outdoor storage and display areas to avoid adverse visual effects. All solid walls or fencing shall be landscaped in accordance with *Section 9-2-109: Landscaping along walls.*

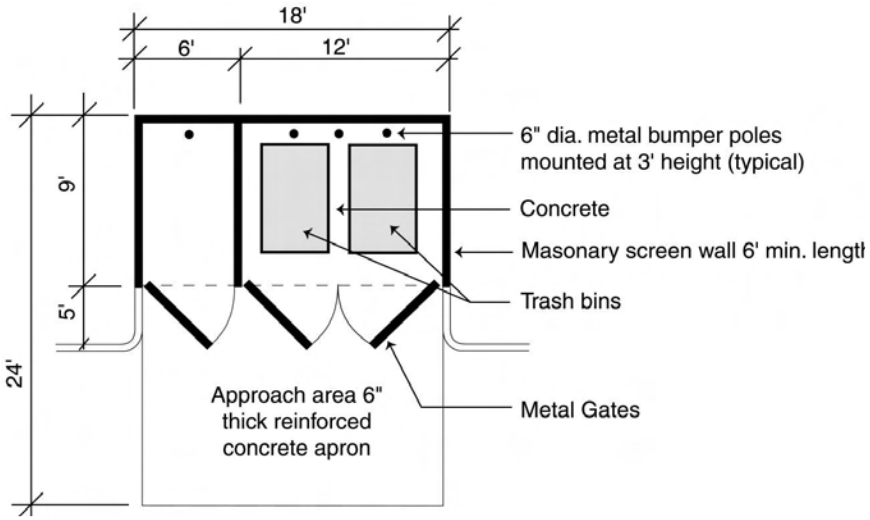
DS 110. When allowed, exterior storage should be confined to portions of the site least visible to public view. Where screening is required, a combination of elements should be used including solid masonry units, berms, and landscaping. Chain link fencing with wood or metal slatting is not permitted when visible from the public right-of-way.

Exhibit 18

DS 111. Any outdoor equipment, whether on a roof, side of a structure, or on the ground, must be appropriately screened from view. The method of screening must be architecturally integrated with the adjacent structure in terms of materials, color, shape, and size. Where individual equipment is provided a continuous screen is desirable.

DS 112. All refuse storage areas will be self-contained to prevent spillage or leaching of liquids or other materials into underlying soils and designed to contain all refuse deposited between collections.

DS 113. Auxiliary buildings such as kiosks, maintenance sheds, pump sheds visible to customers shall complement and integrate the design characteristics applicable to the larger buildings.



4.6.2. Landscaping

Objectives

Most of the landscaping in the commercial areas will be distinctly urban in character. The commercial area landscape will establish an overall image and visual order, provide shade in the summer; allow solar gain in the wintertime; buffer particular uses; guide and direct views.

The public plazas and courtyards between buildings will typically be covered with hard surface paving and the landscaping will be in distinct planting areas. Tree placement will be organized to define walkways and public spaces.

The standards are intended to provide for a neat and well-maintained appearance in areas not covered by buildings or parking, to enhance the existing site character, to minimize the adverse visual and environmental impacts of large, paved areas and to promote the conservation of water.

DS 114. Landscaping for commercial uses should define entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for loading and equipment areas.

DS 115. Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose.

Exhibit 18

DS 116. Landscaping around the entire base of structures is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.

DS 117. Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

DS 118. To provide shade in the summer, deciduous shade trees shall be planted approximately 25 feet on center along the length of any required pedestrian path. These trees shall be placed at least 15 feet away from the face of any building wall.

DS 119. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

DS 120. The use of vines and climbing plants on buildings, trellises, and perimeter garden walls is strongly encouraged.

DS 121. Plants in boxed, clay or wood containers should be used for enhancement of sidewalk shops, plazas, and courtyards.

DS 122. At maturity, trees should provide a shade canopy for all parking areas.

DS 123. Landscaping should not obstruct visibility at drive aisle intersections.

DS 124. Bollards may be placed to control vehicular traffic and pedestrian flow adjacent to the parking area.

DS 125. Enhanced paving, striping or other distinguishing design feature should be used selectively at building entry areas, on the primary walkway, and the common areas to emphasize theses areas and to guide pedestrians. Examples of enhanced materials include pavers, stamped concrete, stained or integral colored concrete, scored patterns, and special finishes such as exposed aggregate.

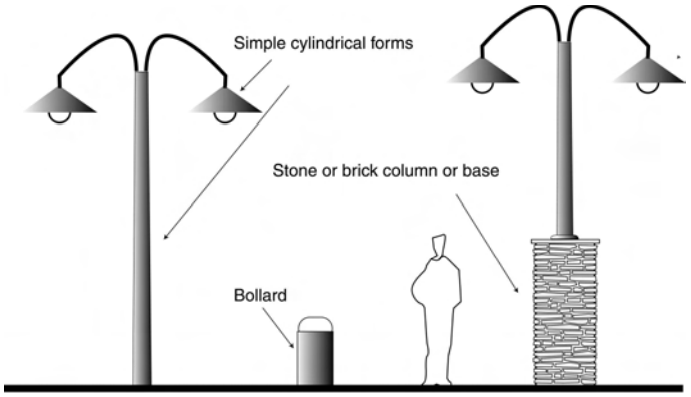
4.6.3. Site Lighting

DS 126. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping, and receiving, pathways, and working areas.

DS 127. The design of light fixtures and their structural support should be architecturally compatible with the main structures on site. Light fixtures should be integrated within the architectural design of the structures.

DS 128. All building entrances should be well lighted.

DS 129. All lighting fixtures must be shielded to confine light spread with the site boundaries.



DS 130. Site lighting within the Community Commercial areas shall provide a safe, pedestrian-friendly environment.

DS 131. Lighting in pedestrian areas shall use a common light fixture compatible with the buildings and shall not exceed twelve feet (12') in height.

DS 132. Light standards for parking areas shall not exceed twenty-feet (20') in height.

DS 133. Lights in parking lots shall not be co-located with trees in the planters. The lighting and landscape plan must be fully integrated and coordinated.

DS 134. Building illumination and architectural lighting shall be indirect. The use of low-level lighting to enhance the architecture, landscape, or other features is encouraged. Architectural lighting should articulate the building design as well as provide functional lighting for the safety of pedestrian movement.

DS 135. Security lighting fixtures shall not project above the fascia or roof line of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot, drive aisle, or walkway lighting fixtures and are not restricted to lighting only loading and storage location or other similar service areas.

4.6.4. Commercial Signs

The design criteria for signage will aid in eliminating excessive and confusing sign displays, preserve and enhance the appearance of the Plan Area, and will encourage signage, which is integrated and harmonious to the buildings and site.

DS 136. Each commercial site shall have a Master Signage Plan or a Common Signage Plan as provided in Section 9-2-504 (b) of the Municipal Code to ensure quality and continuity of appearance.

DS 137. Every structure and commercial complex should be designed with a precise concept for adequate signing. Provisions for sign placement, sign scale in relationship with the building, and sign readability should be considered in developing the signing concept. All signing should be highly compatible with the building and site design relative to color, material, and placement.

DS 138. Monument -type signs are the preferred alternative for business identification whenever possible. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development and address.

DS 139. The use of backlit individually cut letter signs is encouraged. Exposed raceways should not be used.

DS 140. Each site should be appropriately signed to give directions to loading and receiving areas, visitor parking and other special areas.

Exhibit 18

DS 141. The wording of signs may describe the products sold provided that the sign is compatible with the character of the sign program. No sign makers' labels or other identification will be permitted. Signs shall identify and locate, rather than advertise and sell.

DS 142. Building signs shall be integrated into building architecture and composed of materials compatible with the materials of the building. The colors and materials of signs shall complement the associated buildings to which they refer, subject to the approval of the Community Development Director.

DS 143. Banners, flags, pennants, shields and other graphic art that is part of a comprehensive design scheme shall be permitted in parking and pedestrian areas.

4.6.5. Building Form and Massing and Details and Building Articulation

The architectural design of individual buildings implements the vision of the architect and the needs and preferences of the building owner and tenants. The design standards cannot and should not dictate a specific design style; however, the overall visual impression should convey a sense of cohesive design. All commercial buildings, including the large "big box" retail structures and the smaller strip commercial and stand-alone buildings should make a positive contribution to the visual character through application of the following design standards.

DS 144. Heights of structures should relate to adjacent open spaces to allow maximum natural light and ventilation, protection from prevailing winds, enhance public views and minimize obstruction of view from adjoining structures.

DS 145. Height and scale of new development should be compatible with that of surrounding development. The development should "transition" from the height of adjacent development to the maximum height of the proposed structure.

DS 146. Large "box-like" structures are generally unattractive. The following are ways to reduce the appearance of large scale bulky structures.

- ❖ Vary the planes of the exterior walls in depth and/or direction. Wall planes should not run in a continuous direction for more than 50 feet without and off-set.

❖ Vary the height of the buildings so that it appears to be divided into distinct massing elements.

❖ Articulate the different parts of a building's façade by use of color, arrangement of façade elements, or a change in materials.

❖ Avoid blank walls at the ground level floor. Utilize windows, trellises, wall articulation, arcades, change in materials, landscaping or other features to lessen the impact of an otherwise bulky building.

❖ The rear and side elevations should incorporate some the architectural features of the main façade.

DS 147. Building scale can be reduced through the proper use of window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and other details.

DS 148. The scale of buildings should be carefully related to adjacent pedestrian areas (e.g. courtyards) and other structures.

DS 149. Large dominating structures should be broken up by: 1) creating horizontal emphasis through the use of trim; 2) adding awnings, eaves, windows, or architectural ornamentation; 3) use of combinations of complementary colors; and 4) landscape materials.

DS 150. When more than one awning is used on a single structure, they should be of the same form and color. Awnings should compliment the architectural style of the building. A minimum 8-foot vertical clearance must be maintained.

DS 151. The roofline at the top of the structure should incorporate off-sets and jogs to reduce the monotony of an uninterrupted roof plane.

Exhibit 18

DS 152. All roof top equipment must be screened from public view by materials of the same nature as the main structure. Mechanical equipment should be located below the highest vertical element of the building.

DS 153. Corrugated metal or highly reflective roofing materials should not be used (standing rib metal roofs are permitted).

Details and Building Articulation

DS 154. The buildings shall incorporate detailing where it is discernible by pedestrians and motorists viewing the building from typical locations. Pedestrian scale features such as porticoes, arbors and promenades are particularly important.

DS 155. Overall, the buildings must provide articulation and a pattern of windows, roof line breaks, reveals and trim to establish a pleasing form and texture when viewed from a distance of up to one-quarter mile.

DS 156. One building, or portion of a building, in each commercial area, not to exceed 400 square feet in building footprint area, may extend up to 40 feet in height. The building may be used as a clock tower, bell tower or other similar purpose. The intent is to provide a visual focal point near the common area.

DS 157. Building elevations shall incorporate similar architectural elements on the rear of the building as used on the front.

DS 158. All building sides shall be designed with a complementary level of detailing and quality of materials. The design concept should be appropriate to the scale of the building. The use of overly dramatic features that may be out of scale on smaller buildings shall be avoided.

DS 159. Walls adjacent to a walkway shall include windows, trellises, wall articulation, wainscot, arcades, changes in materials or other features to ensure visual diversity and proper scale. Architectural detailing of each wall at ground level shall relate to the landscape to ensure an appropriate transition of the building and the ground plane.

Materials and Color of Commercial Buildings

DS 160. Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a bright trim color can be appropriate.

DS 161. The color palette chosen for new structures should be compatible with the colors of adjacent structures. An exception is where the colors of adjacent structures strongly diverge from these design guidelines.

DS 162. Primary colors should only be used to accent elements, such as door and window frames and architectural details.

DS 163. Architectural detailing should be painted to complement the façade and tie in with adjacent features.

4.7 Industrial-Business Park and Commercial Office Design Guidelines

Objectives

The Plan Area presents an opportunity to develop business and office parks that reflect a clear organizational structure in the street pattern, the placement of buildings, the landscaping and signage.

The Plan Area includes two types of industrial and office/business-professional uses. These have different purposes, but many similar design characteristics.

A primary objective in these design standards is to establish campus style business park settings that include quality buildings, landscaped grounds, coordinated signage and lighting, and coordinated parking and circulation.

Business and office parks should provide a well defined, notable gateway and entrance design.

Applicability

The Industrial-Business Park and Commercial Office Design Guidelines apply to lands in those two land use zone classifications. The difference between office and industrial uses is often blurred in business parks through the use of "flex-space" buildings that are adaptable to either light industrial or office uses. Often both uses are included in a single building. This Plan includes land that is intended to be distinctly office space, that is, two and three story glass buildings in a landscaped setting. The Plan also includes land that would be developed with flex-space buildings.

The type of buildings developed in this Plan will depend on the pace of employment growth and the mix of industrial and business uses that emerge over a long period of time. Therefore, the precise location of application of these standards cannot be predicted.

These standards are advisory for permitted uses but should be used in conjunction with the uses subject to a Minor Administrative Permit, Minor Discretionary Permit or planned development proposal, to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

All of the standards in this section apply to both land use conditions except where specifically noted.

4.7.2. Site Planning and Building Orientation

The overall planning for Industrial-Business Park and Commercial Office development should result in a pleasing composition of buildings that shape public spaces and enhance pedestrian connections.

DS 164. The main elements of sound industrial site design include the following:

1. Controlled site access;
2. Service areas located the sides and rear of buildings;
3. Convenient access, visitor parking and on-site circulation;
4. Screening of outdoor storage, work areas, and equipment; and
5. Landscaped open space.

Exhibit 18

DS 165. A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity.

DS 166. Structures should be located on "landscaped islands" where the office portion of the building does not directly abut paved parking areas. A minimum 5 to 7 foot landscape strip should be provided between parking areas and the office portion of a structure.

DS 167. Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing development adjacent to it. Larger structures require more setback area for a balance of scale.

DS 168. Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as setbacks, screening, and landscaping need to be provided to mitigate any negative effects of industrial operations.

Parking and Loading Areas

DS 169. The parking lot and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings.

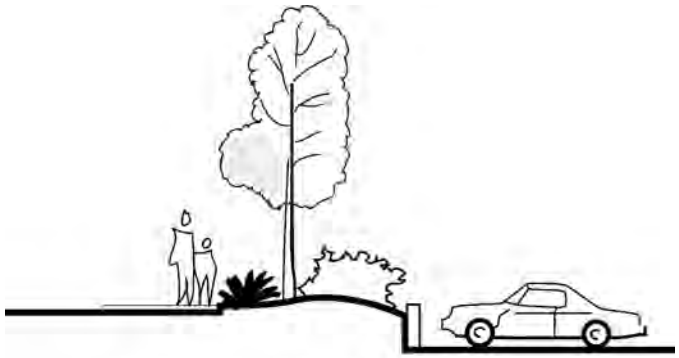
DS 170. Site access and internal circulation should be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, combine circulation and access areas where possible, provide adequate maneuvering and stacking areas and consideration for emergency vehicle access. Circulation routes and parking areas should be separated.

DS 171. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.

DS 172. Vehicles should not be required to enter the street in order to mover from one area to another on the same site.

DS 173. Shared access drives between adjacent parcels are encouraged to minimize driveway approaches. Reciprocal access easements for vehicles and pedestrians, and shared parking facilities between compatible adjacent uses are encouraged.

DS 174. Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof.



Lowering the site elevation is an effective way to screen parking.

DS 175. The industrial business park site should be a self-contained development capable of accommodating its own parking needs. The use of the public street for parking and staging of trucks is not allowed. The use of the public street for employee parking is not allowed.

DS 176. Streets shall not be used for queuing and backing into loading and service yard areas unless located on a local road and it can be determined by the City Engineer and Community Development Services Director that doing so will not create a public safety hazard or impede access to other properties.

DS 177. For corner parcels parking access should be from the primary street and service access should be from the secondary street.

DS 178. Short term parking for delivery of mail and small parcels should be provided at building entrances.

DS 179. Preferential parking for carpools/vanpools shall be provided in an appropriate location.

DS 180. All parking spaces should be visible from the interior of structures, where feasible, especially entrances.

DS 181. Van pool and rideshare vehicles shall have preferred parking locations near the main building entry.

DS 182. Neighborhood Electric Vehicles (NEVs) shall have preferred parking locations near the main building entry. Permanent parking stalls for NEVs can be reduced to 80% of the standard dimensions. Standard parking stalls may also be used for NEVs.

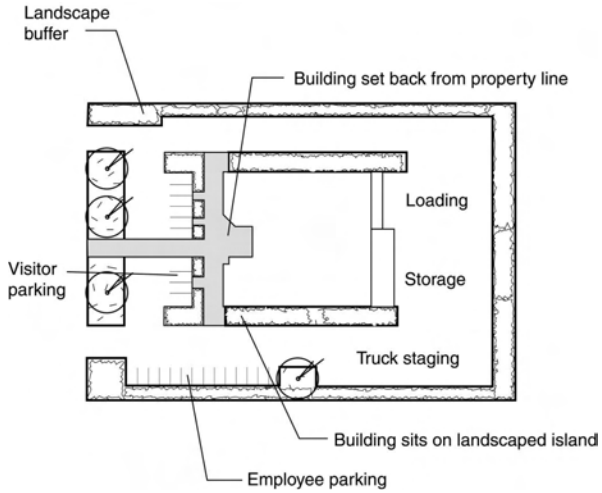


Exhibit 18

DS 183. To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.

DS 184. When it is possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.

4.7.3. Transit Access

As business destinations, new and existing office and industrial districts should make transit and bicycle use a viable, desirable option to driving.

DS 185. Transit facilities should be distributed so that they are within 800 feet of industrial and office uses that employ an average of 15 or more employees per acre.

DS 186. Transit use shall be encouraged by providing convenient pedestrian paths through the Industrial-Business Park and Commercial Office area. Pedestrian connections to transit facilities should be easy to understand, safe and comfortable.

DS 187. Shelters and lighting should be provided at each transit stop. The design of shelters should anticipate the number of transit patrons. Shelters shall be designed to provide shade, screening from wind and rain.

DS 188. New business parks and centers should be designed to facilitate ride sharing, van pools and other traffic demand reduction programs.

DS 189. Business-professional and industrial uses shall include space for bicycle parking consistent with Zoning Ordinance Section 9-2-211 to promote walking and cycling to work. Bike parking shall be provided in highly visible areas near employee entries.

4.7.4. Landscaping

Objective

The standards and guidelines are intended to promote the establishment of compatible and continuous landscape development to enhance and unify area development. The standards and guidelines are intended to provide for a neat and well-maintained appearance in areas not covered by buildings or parking, to enhance the existing site character, to minimize the adverse visual and environmental impacts of large, paved areas and to promote the conservation of water.

The landscaping will provide color, texture, light and shade to the environment around the parking areas and buildings. The landscaping and paving design can reduce energy required for building cooling by affecting the micro-climate around the buildings. Cool surfaces, shade trees and placement of landscaping can substantially reduce the energy required for cooling.

DS 190. For industrial uses landscaping should be used to define areas by helping to focus on entrances to buildings, parking lots,

defining the edges of various land use, providing transition between neighboring properties (buffering) providing screening for outdoor storage, loading and equipment areas.

DS 191. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.

DS 192. Use of vines on walls is appropriate in industrial areas because such walls often tend to be large, blank and potentially subject to graffiti.

DS 193. Landscaping around the entire base of buildings is recommended to soften the edge between parking lot and the structure.

DS 194. Trees should be located throughout the parking lot and not simply at the ends of parking aisles. (Landscaping 5) Trees shall be selected and located such that not less than 50% of employee and guest parking areas are shaded within 15 years of planting.

DS 195. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

DS 196. Planting in front and side yards should reinforce the streetscape concept.

DS 197. The use of turf shall be limited to accent areas, activity areas, or in parkways, between sidewalk and street setbacks.

DS 198. Paving in all truck and auto parking areas should be of durable materials and design that will withstand the intended use without deterioration.

DS 199. Decorative paving in pedestrian areas is encouraged, but not required.

DS 200. All vehicle storage and parking areas shall be paved to control dust when dry and erosion when wet. Gravel paving may be used for temporary parking areas and outdoor storage areas.

4.7.5. Site Lighting

DS 201. Every industrial and commercial office project should have an overall lighting plan for pedestrian pathways, architectural lighting, lobbies and entryways, parking lots, and service areas.

DS 202. The design of light fixtures and their structural support should be architecturally compatible with main buildings on-site. Illuminators should be integrated within the architectural design for the buildings.

DS 203. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping, and receiving, pathways, and working areas.

DS 204. All lighting should be shielded to confine light spread within the site boundaries.

DS 205. As a security device, lighting should be adequate but not overly bright. All building entrances should be well lighted.

Exhibit 18

DS 206. Light standards for parking areas shall not exceed thirty-feet (30') in height.

DS 207. Lights in parking lots shall be mounted on three-foot (3') high concrete bases.

DS 208. Building illumination and architectural lighting shall be indirect. Floodlights are prohibited.

DS 209. The use of low-level lighting to enhance the architecture, landscape, or other features is encouraged.

DS 210. The use of light bollards and/or pedestrian pole lights is encouraged in all areas of pedestrian movement.

DS 211. Security lighting fixtures shall not project above the fascia or roof -line of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached.

DS 212. Security lighting fixtures are not to be substituted for parking lot, drive aisle, or walkway lighting fixtures and are not restricted to lighting only loading and storage location or other similar service areas. All security lighting designs shall be fully shielded (full cut-off).

4.7.6. Business Park Signs

Each industrial and commercial office use will comply with the Sign Classification and Sign Characteristics established in the Zoning Ordinance Section 9-2-500.

UD-P 12. Each industrial and office site shall have a Master Signage Plan or a Common Signage Plan as provided in Section 9-2-504 (b) of the Municipal Code to ensure quality and continuity of appearance. It is the purpose of this section to define the appropriate characteristics of the Master Signage Plan or Commons Signage Plan.

UD-P 13. The typical Signage Plan for industrial and office parks will include a monument sign, entry sign, building sign(s), directory sign(s), and tenant sign(s).

Signs included in the Plan Area Sign Program (Section 3.9) are not included in the sign area allocation for any use provided in the Sign Classification and Sign Characteristics established in the Zoning Ordinance Section 9-2-500.

DS 213. One monument sign shall be allowed per designated parcel. Where the parcel is located at more than one street intersection a monument sign shall be permitted at each street intersection. Where the parcel abuts SR 99, an additional monument sign shall be permitted equal to 150% of the area allocated to the monument sign permitted on the primary street front. The monument sign must include the common elements, including any name or logo, assigned to the Plan Area Sign Program signage, as defined in Section 3.8.

DS 214. The monument sign is to be located at the major entry/exit to the parcel. The sign may be placed within the setback area; however, the sign must be located farther than ten feet from the public right-of-way and from any driveway.

DS 215. Monument signs should be incorporated into the landscaping concept and be consistent with the architecture of the buildings they serve.

DS 216. Multi-tenant buildings should have an overall signage design concept supported by tenant standards.

DS 217. Signage should be systematically located and styled to support the architectural design.

DS 218. Signage affixed to a building should be placed only on a vertical surface below the parapet or eaves. Roof signs are not permitted.

DS 219. Corporate parapet signage should include only the company name or logo. Naming services or products on building signage is not permitted.

4.7.7. Screening, Walls and Fences

DS 220. Walls should not be used except where required for a specific screening or security purpose. The intent is to keep walls as low as possible while performing their screening and security functions.

DS 221. Screening for outdoor storage should be determined by the height of the material being screened. Exterior storage should be confined to portions of the site least visible to public view, particularly arterial streets and Highway 99.

DS 222. Where walls are used at property frontages, or screen walls are used to conceal storage and equipment areas, they should be designed to blend with the site's architecture. Both sides of all perimeter walls should be architecturally treated. Plant materials should be used in combination with such walls.

DS 223. When security fencing is required, it should be a combination of solid pillars or short solid wall segments and wrought iron style grill work.

DS 224. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

DS 225. Screen walls along pedestrian routes or sidewalks should be set back a minimum of 3 feet from the edge of the walk to allow space for landscaping. Such landscaping shall be irrigated.

DS 226. Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping.

DS 227. Chain link fencing with wood or metal slatting is an acceptable screening material only for areas of a lot not visible from an arterial street or Highway 99.

DS 228. Chain link fences shall be setback a minimum of 3 feet from sidewalks and driveways and include a landscaped buffer of irrigated evergreen planting.

DS 229. Razor wire or barbed wire should not be visible from public streets.

DS 230. Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building design in terms

Exhibit 18

of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable.

4.7.8. Building Form and Massing

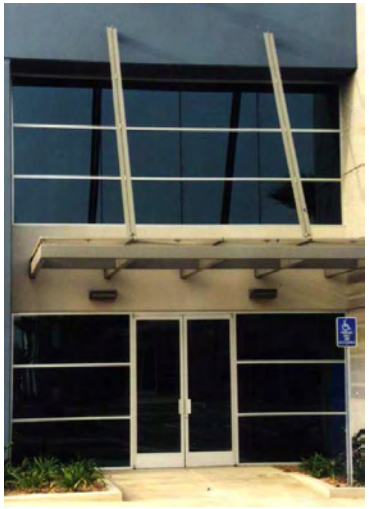
DS 231. Building massing shall include varying setbacks, open space between buildings, and various building heights interspersed with the tree canopy in parking and landscape areas.

DS 232. Avoid long "unarticulated" facades. Facades with varied front setbacks are strongly encouraged. Wall planes should not run in one continuous direction for more than 50 feet without an offset.

DS 233. Avoid blank front and side-wall elevations on street frontages.

DS 234. Entries to all structures should be clearly defined within the architecture of the building.

DS 235. Architectural elements used in the front of the building should be incorporated into all rear and side elevations.



DS 236. Building massing should present a coordinated organization of the bay spacing and rhythm and the pattern of windows and doors.

DS 237. Windows and doors are key elements of any structure's form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety. Recessed openings help to provide depth and contrast on elevation planes.

Exhibit 18

DS 238. The vertical and horizontal bay spacing should have a pleasing rhythm and composition in building elevations. Articulation of structural elements is desirable. Design features such as canopies, trellis, and grill work should be designed as part of the building's composition of design elements. Poorly proportioned "tacked on" elements or paint schemes that do not fit the building's character are discouraged.

DS 239. Vertical elements in office buildings, such as elevators, stairways, and multi-story interior spaces should be expressed as design opportunities. For industrial buildings, louvers, vents, mechanical equipment, loading bays, roof venting, skylights and other functional elements should not be treated as an afterthought. They should be hidden or deliberately treated as an architectural element.

DS 240. Design elements which should be avoided include:

1. Highly reflective surfaces at the ground story;
2. Large blank unarticulated walls;
3. Exposed, untreated block walls;
4. Chain link fence, barbed wire;
5. "Stuck on" mansard roofs on small portions of the roofline;
6. Materials with high maintenance such as stained wood, shingles or metal siding.

DS 241. The roof design should be considered as a component of the overall design theme. Roofs should be designed as integral elements of the building architecture. Flat roofs with a continuous parapet around the entire building are preferable to mansard or other superficial roof forms.

DS 242. Piecemeal mansard roofs (used on a portion of the building perimeter only) should not be utilized. Mansard roofs should wrap around the entire perimeter of the structure.

DS 243. Parapet firewalls, when required for building separation, shall be treated as an integral part of building design and shall not appear as unrelated visual elements.

DS 244. Ground floor elements of the buildings shall have pedestrian scale, including but not limited to windows, awnings, trellises, planters, and material changes.

DS 245. Office/administrative buildings shall provide an overhead plane located at the building main entry to emphasize pedestrian scale. It shall project from the wall and extend a minimum of six-feet (6') past either side of the main entry door(s).

Exhibit 18

DS 246. Office/administrative buildings shall maintain a minimum ratio of 50-percent (50%) glass.

DS 247. Architectural treatments, details, and materials shall reflect a common theme among individual buildings in multi-tenant projects, but need not be identical.

DS 248. Natural light and external night lighting shall be used to enhance and articulate the buildings without glare directed off-site.

4.7.9. Building Materials and Color

UD-P 14. Material and color selection for industrial and office buildings should reinforce overall massing and architectural concepts while portraying a sense of quality and permanence.

UD-P 15. Material selection for industrial and office buildings should be appropriate for the building type, location and context.

DS 249. Exterior materials shall convey permanence and substance. The acceptable primary building materials shall be stucco and similar materials, painted or stained wood, site-cast concrete, architectural precast concrete, brick, concrete masonry units (CMU), or an Exterior Insulation and Finish System (EIFS).

DS 250. Wall materials that will withstand abuse by vandals or accidental damage from machinery and vehicles should be chosen.

DS 251. All metal buildings should be architecturally designed providing variety and visual interest to the streetscape.

DS 252. Concrete masonry unit walls shall be either integrally colored, or textured and integrally colored. All other concrete masonry units shall be finished with a plaster base coat then a plaster finish coat. No painted block walls shall be permitted. Site-cast concrete shall be finished with a textured elastomeric.

DS 253. Artificial materials meant to represent a natural material, such as wood, faux stone, plywood, hardboard and vinyl materials are generally discouraged.

DS 254. The following roof materials should not be used:

1. Corrugated metal (standing rib metal roofs are permitted);
2. Highly reflective surfaces; and
3. Illuminated roofing.

DS 255. A variety of facades, finishes, and patterns are encouraged. Site-cast concrete for example, should include areas defined by reveals, textures (sandblast finish, architectural formwork), and varying wall planes to provide visual interest and character. Wall patterning shall be articulated by vertical and horizontal scoring and shall be limited to a maximum of four-hundred and fifty square feet (450 SF).

DS 256. Untextured, untreated concrete slab tilt-up buildings lacking detail and appreciable architectural style and form are prohibited.

DS 257. Glazing is permitted; however, highly reflective glazing (doors and windows) and highly reflective finishes on walls that will cause a blinding reflective light from building surfaces facing to the west and southwest are prohibited.

DS 258. Roof flashing, rain gutters, down spouts, and vents shall use materials and colors that complement the overall architecture of each structure.

DS 259. Primary frontages of warehouses shall provide a combination of colors and patterning within the wall panels. The primary building color shall be comprised of a maximum of seventy-five percent (75%) of the building finish and no primary area shall exceed twenty-five hundred square feet (2,500 SF) before being differentiated. The secondary color will comprise a maximum of twenty-percent (20%) of the building finish. The remaining five-percent (5%) will be comprised of a tertiary color.

4.8 Industrial Design Standards

Objective

The industrial area will include a broad range of land use types, including manufacturing, office and warehouse buildings that are very much like those found in the Industrial-Business Park area and even in the Commercial Office area. Many contemporary office and industrial buildings use a concrete, tilt-up shell as the basic structure. These structures may be embellished with additional finishes, doors and windows to create an office space, or left as an unadorned concrete boxes to serve as simple warehouse or manufacturing space.

Much of the design standards presented in the Industrial Business Park and Commercial Office guidelines (Section 4.7) apply equally to strictly industrial uses. All of the standards in that section should be consulted in developing a site plan and building design for an industrial building. However, the industrial uses also include buildings that will be strictly utilitarian in function and character.

For the industrial uses the range of architectural and site plan treatments is assumed to focus on least cost alternatives. Yet even the simplest buildings can provide clean, distinct design that will complement the overall objective of good quality of design that will produce buildings and public spaces that will endure and be well maintained over a long period of time.

Exhibit 18

4.8.2. Site Design

The Site Planning and Building Orientation (Section 4.7.2) standards, Landscaping (Section 4.7.4) standards, Site Lighting (Section 4.7.5) standards, and Screening Walls and Fences (Section 4.7.7) all apply to Industrial development. However, the application of the standards will take into consideration the character of industrial uses. Such characteristics include heavy truck traffic that requires large, unfettered space for maneuvering and loading, other heavy equipment such as fork lifts and material conveyor systems, and the need for outdoor storage of bulk materials.

DS 260. At minimum, all uses shall provide an attractive street front that includes a landscape strip not less than 15 feet wide that includes shade and/or accent trees and a ground cover. The ground cover may include plant materials, rock, bark or similar materials, but shall be designed to facilitate regular irrigation and maintenance.

DS 261. Any detention area located where visible from the street shall be landscaped with a ground cover that can easily be mowed or otherwise maintained in a clean, attractive condition. Trees should be located around the edge of the detention area.

DS 262. Any fence around the detention area shall be an attractive addition to the landscape and not simply a utilitarian security fence.

A simple berm with ground cover and trees makes an attractive street front.

4.8.3. Industrial Building Design

The architectural design principles for Industrial-Business Park set forth in Building Form and Massing (Section 4.7.8) and Building Materials and Color (Section 4.7.9) are also applicable to strictly Industrial uses. However, the principles may be interpreted in simpler, more functional forms and materials.

The following examples illustrate that simple buildings can be attractive when materials are used honestly to reflect the purpose and character of the building use.

Metal roof and detailing and concrete walls. Manufacturing equipment located in front of the building is screened with trees.

Lack of trees and poor entry feature creates a sterile environment, but strong forms and massing offer an interesting industrial complex.

Exhibit 18

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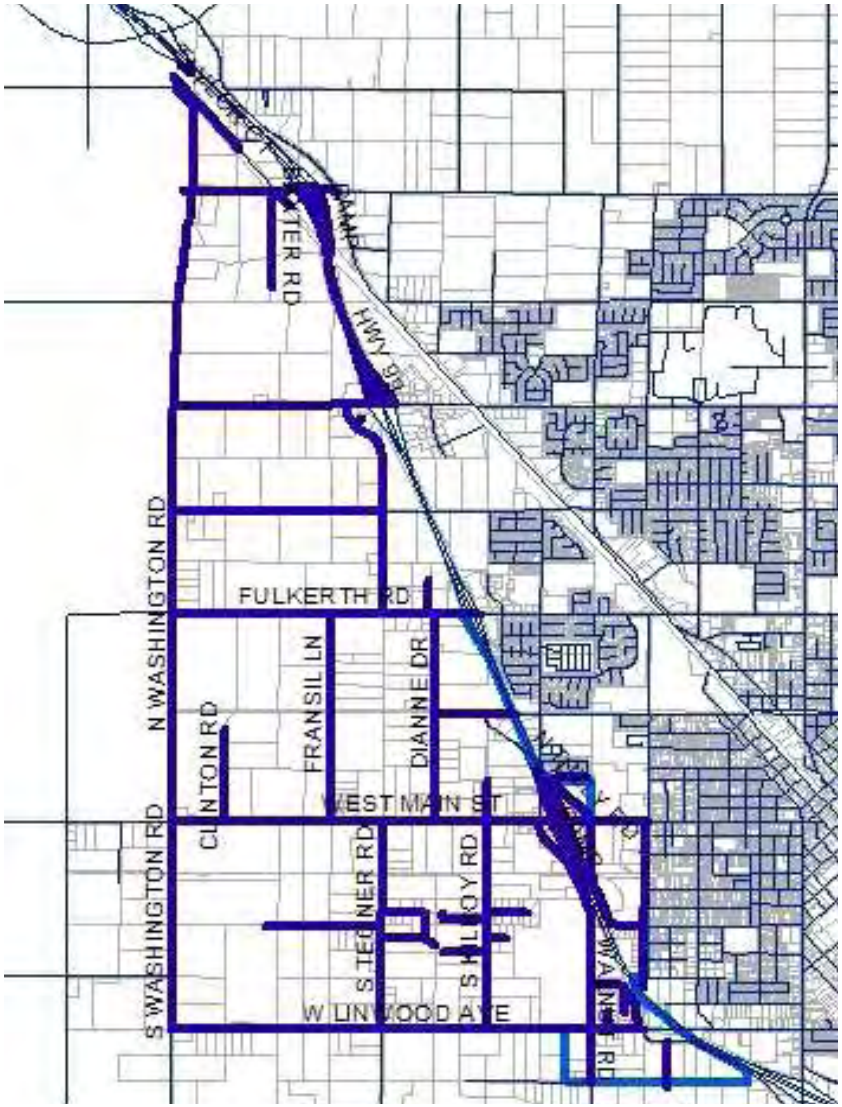
5.

INFRASTRUCTURE AND SERVICES PLAN

The Infrastructure Plan deals with public facilities and services required in the Plan Area. This includes all components of the transportation system, sewer, water, drainage, electric power, natural gas, communications, recreation and parks, fire protection, and solid waste management. Because the Plan Area land uses do not include residential (other than existing residences), the public services discussion does not include those services that would normally be associated with a residential use such as schools and libraries.

Figure 5-1 Existing Roads in the Vicinity



5.1 Transportation

The transportation system includes rail, public transportation, streets, public parking, bikeways, pedestrian ways, and transportation system management. The primary transportation challenge in the Plan Area is to accommodate efficiently and safely a broad range of vehicle types and circulation demands.

5.1.1. Existing Conditions

Figure 5-1 illustrates the existing road conditions in the Plan Area and surrounding area. Fulkerth Road, West Main Street and Linwood Avenue provide the primary east-west circulation. Walnut Avenue, Dianne Road, Kilroy Avenue, Tegner Road, and Fransil Lane provide partial north-south circulation.

Washington Road currently provides the only continuous north-south route on the west side of SR 99 in the Plan Area. Interchanges with SR 99 occur at Fulkerth Road, West Main Avenue and Lander Avenue, south of Linwood Avenue. Castor Street provides an under crossing of SR 99 that connects between Tully Street and Walnut Avenue.

West Canal Drive provides a local street crossing of Highway 99 (SR 99), but terminates at Walnut Avenue.

Exhibit 18

5.1.2. Transportation Objectives

Objective 1. Strive to maintain a minimum Level of Service Standard C on all roadway segments in the Plan Area.

Objective 2. Strive to maintain a minimum Level of Service D in the PM Peak Hour on all intersections in the Plan Area.

Objective 3. Separate heavy truck traffic from local employee traffic and pedestrians.

Objective 4. Maximize the opportunity for people to walk within the Plan Area.

Objective 5. Expand opportunities for employees to commute to work via public transportation, local shuttle services, alternative vehicles, and bicycling.

Objective 6. Protect the rail corridor to ensure that rail service continues to be available in the Plan Area.

Objective 7. Accommodate truck traffic.

Objective 8. Create efficient, interconnected street patterns.

5.1.3. Transportation Policies

I-P- 1. Continue to monitor traffic service levels and implement improvements prior to deterioration in levels of service to below the stated standard. (GP Policy 5.1-i)

I-P- 2. Local streets shall align with the existing rectangular grid pattern where feasible.

I-P- 3. Emphasize routes for major truck traffic and out-of-area employees on the west side of the Plan Area.

I-P- 4. Emphasize access for resident employees on east-west circulation, notably Fulkerth Road, West Canal Drive, Castor Street and West Linwood Avenue.

I-P- 5. Local streets shall be continuous and connect with cross streets consistent with General Plan Implementing Policy 7.4-e. Cul-de-sac streets are prohibited unless there is no viable alternative.

I-P- 6. Business park streets shall be continuous between primary streets, or between primary streets and other business park streets. Cul-de-sac streets will be allowed only where physical barriers prohibit continuous streets.

I-P- 7. Truck traffic, other than local delivery trucks, shall be limited to the primary streets: Fulkerth Road, West Main Street, West Linwood Avenue, South Walnut Avenue, Washington Road and Tegner Road.

Exhibit 18

I-P- 8. Incorporate provisions for trucks in the design of designated truck routes. (GP Policy 5.6-c)

I-P- 9. Establish a signage system to direct trucks to the designated routes. (GP Policy 5.6-e)

I-P- 10. Washington Road shall be designated as an Expressway between Keyes Road and W. Harding Road.

I-P- 11. Developments along Tegner Road, Washington Road and West Main Street shall be required to consolidate or limit driveways in order to minimize traffic conflicts consistent with General Plan Table 5.2-B, Expressway Design and Access Standards.

I-P- 12. The streets within the Business Park must accommodate the flow of trucks and peak employee traffic. The alignment of these roads will be determined when the development of each portion of the Business Park is submitted for approval.

I-P- 13. All secondary streets shall be designed and posted for speeds of 25 miles per hour, or less to allow Neighborhood Electric Vehicles to circulate through the Plan Area.

5.1.4. Transportation Plan

The Turlock General Plan establishes the alignment and configuration of all primary roads in and around the Plan Area. Continuation of the existing road pattern will provide sufficient circulation to the major land areas in the Plan. The primary new road improvements in the Plan Area include:

- Extension of Tegner Road between Fulkerth Road and West Main Street.

The extension of Tegner Road will create a new arterial that will become the central north-south circulation in the Plan Area.

- Washington Road will be designated as Washington Expressway between Keyes Road and W. Harding Road to provide primary truck and employee vehicle access from SR 99 on the west side of the Plan Area.

- West Tuolumne Road will be extended over SR 99 to provide four travel lanes plus Class II bike lanes linking the Plan Area to the residential area.

- Extension of West Canal Drive to Washington Road.

- Realignment of Dianne Drive to align with Automall Drive at Fulkerth Road.

In addition to these planned improvements identified in the General Plan, the Specific Plan includes several other road segment improvements.

The City of Turlock Westside Industrial Specific Plan Traffic Circulation Study, (Omni-Means, June 2003) provides an analysis of traffic impacts and proposed mitigation improvements. The analysis is based on existing conditions and two future scenarios: the existing conditions plus the project and the Year 2025 base conditions plus the project.

The improvements identified in the traffic circulation study are summarized in Table 5-1 and illustrated in Figure 5-2.

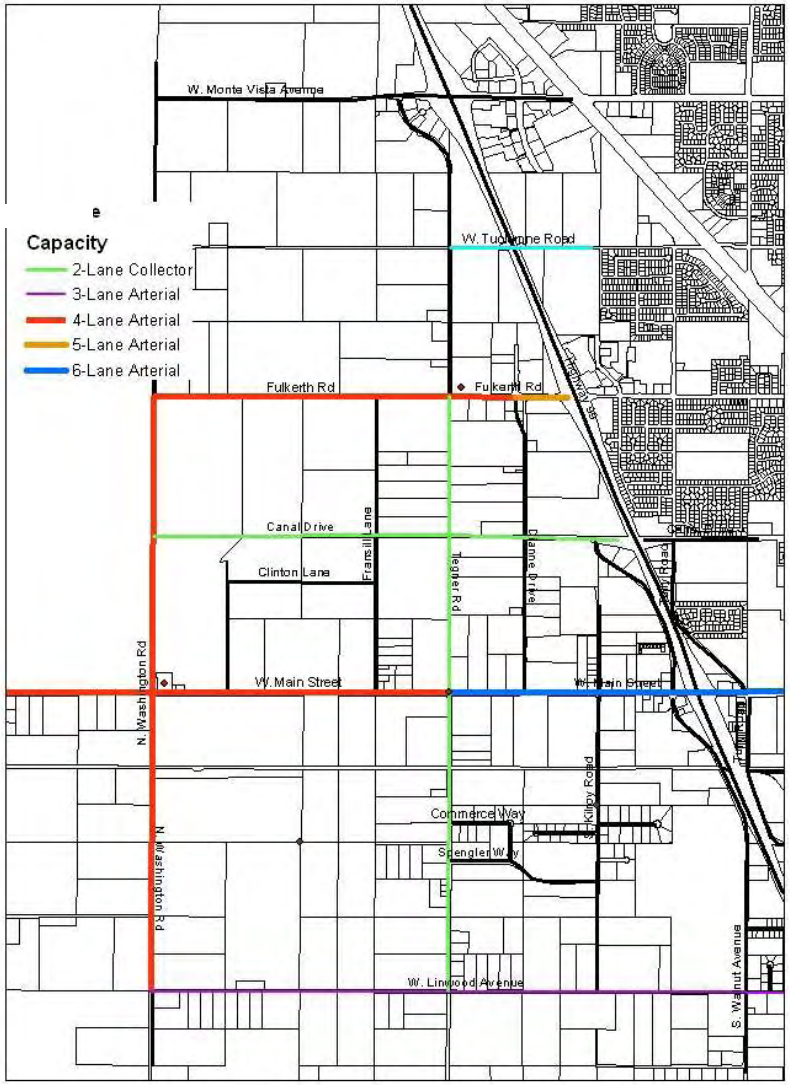
Exhibit 18

Table 5-1 Planned Road Segment Improvements

Roadway	Segment	Existing Configuration	Planned Configuration	Reference Figure	Level of Service
Fulkerth Road	Washington Road and Tegner Road	2-Lane Arterial	4-Lane Arterial	See Fig. 5-4	A
Fulkerth Road	Tegner Road and Dianne Drive	2-Lane Arterial	4-Lane Arterial	See Fig. 5-4	C
Fulkerth Road	Dianne Drive and SR 99 I/C	4-Lane Arterial	5-Lane Arterial	See Fig. 5-3	D
West Main Street	Washington Road and Tegner Road	2-Lane Arterial	4-Lane Arterial	See Fig. 5-4	C
West Main Street	Tegner Road and S. Walnut Road	2 to 5-Lane Arterial	6-Lane Arterial	See Fig. 5-3	B
West Main Street	S. Walnut road and SR 99 I/C	5-Lane Arterial	6-Lane Arterial	See Fig. 5-3	D
West Canal Drive	Walnut Road and Tegner Road	2-Lane Collector	2-Lane Collector	See Fig. 5-5	C
West Canal Drive	Tegner Road and Washington Road	2-Lane Collector	2-Lane Collector	See Fig. 5-5	B
W. Linwood Ave.	S. Tegner Road and S. Walnut Road	2-Lane Arterial	3-Lane Arterial	See Fig. 5-4	B
W. Linwood Ave.	S. Walnut road and Lander Avenue	2-Lane Arterial	3-Lane Arterial	See Fig. 5-4	C
Washington Road	Fulkerth Road and West Main Street	2-Lane Arterial	4-Lane Arterial	See Fig. 5-4	A
Tegner Road	Fulkerth Road and West Main Street	None	2-Lane Collector	See Fig. 5-5	C
Tegner Road	West Main St. and W. Linwood Ave.	2-Lane Collector	3-Lane Arterial	See Fig. 5-4	B
Tuolumne Road	Over crossing over SR 99	None	2- Lane Collector		

Source: City of Turlock Westside Industrial Specific Plan Traffic Circulation Study, Omni-Means, June 2003

Figure 5-2 Planned Circulation



These improvements will maintain Level of Service C or better on each major road segment in the Plan Area under the Year 2025 Base plus Project conditions.

Intersections

The City of Turlock Westside Industrial Specific Plan Traffic Circulation Study, (Omni-Means, June 2003) also provides an analysis of traffic impacts and proposed mitigation improvements to intersections. Table 5-2 summarizes the intersection improvements that would maintain Level of Service D in the PM Peak for all intersections in the Plan Area.

Exhibit 18

Table 5-2 Planned Intersection Improvements

Intersections	Northbound Approach	Eastbound Approach	Southbound Approach	Westbound Approach
SR 99 NB Ramps/Fulkerth road	1 Left 1 Through-Right 1 Right	2-Left 2-Through		2-Through 1-Free-right
SR 99 SB Ramps/Fulkerth Road		2-Through 1-Right	1-Left 1-Shared Left -Through 1-Free Right	2-Left 2-Through
SR 99 NB Ramps/West Main Street	2-Left 1-Right	2-Left 2-Through		2-Through 2-Right
SR 99 SB Ramps/West Main Street		4-Through 1-Free-Right	2-Left 2-Right	1-Left 2-Through
Fulkerth Road/North Tegner Road	1-Left 1-Shared-Through-Right	1-Left 1-Shared-Through-Right	1-Left 1-Shared-Through-Right	1-Left 1-Shared-Through-Right
Fulkerth Road/Dianne Drive	1-Left 1-Right	1-Through 1-Shared-Through-Right		1-Left 2-Through
Fulkerth Road/Tully Road	2-Left 1-Through 1-Right	2-Left 2-Through 1-Right	2-Left 1-Through 1-Right	2-Left 2-Through 1-Right
Fulkerth Road/Golden State Boulevard	2-Left 3-Through 1-Right	2-Left 2-Through 1-Right	2-Left 3-Through 1-Right	2-Left 2-Through 1-Right
West Canal Drive/Tully Road	1-Left 1-Through 1-Right	2-Left 1-Through 1-Right	1-Left 1-Through 1-Right	1-Left 1-Through 2-Right
Wet Main Street/North Washington Road	1-Left 2-Through 1-Right	1-Left 1-Through 1-Right	1-Left 2-Through 1-Right	1-Left 1-Through 1-Right

Table 5-2 Planned Intersection Improvements (Continued)

Intersections	Northbound Approach	Eastbound Approach	Southbound Approach	Westbound Approach
West Main Street/South Tegner Road	1-Left 1-Through 1-Free-Right	1-Left 1-Through 1-Shared-Right	1-Left 1-Through 1-Right	2-Left 1-Through 1-Shared-Right
West Main Street/South Walnut Road	1-Left 1-Through 1-Free-Right	1-Left 2-Through 1-Right	2-Left 1-Through 1-Right	2-Left 2-Through 1-Right
West Main Street/Tully Road	2-Left 1-Shared-Through-Right	1-Left 2-Through 1-Right	1-Left 1-Through 1-Right	2-Left 1-Through 1-Shared-Through-Right
West Main Street/Lander Avenue	1-Left 1-Through 1-Shared-Through-Right	1-Left 1-Through 1-Shared-Through-Right	1-Left 2-Through 1-Right	1-Left 1-Through 1-Shared-Through-Right
West Linwood Avenue/S. Walnut Avenue	1-Left 1-Through 1-Right	1-Left 2-Through 1-Right	1-Left 1-Through 1-Right	1-Left 2-Through 1-Right
West Linwood Avenue/Lander Avenue	2-Left 2-Through 1-Right	2-Left 1-Through 1-Right	2-Left 2-Through 1-Right	2-Left 1-Through 1-Right
Fulkerth Road/Washington Road	1-Left 1-Through 1-Right	1-Left 1-Shared-Through-Right	1-Left 1-Through 1-Right	1-Left 1-Shared-Through-Right
West Linwood Avenue/Tegner Road	1-Left 1-Shared-Through-Right	1-Left 1-Shared-Through-Right	1-Left 1-Shared-Through-Right	1-Left 1-Shared-Through-Right

Source: City of Turlock Westside Industrial Specific Plan Traffic Circulation Study, Omni-Means, June 2003

Figure 5-3 Arterial 6 Lane Street

West Main Street

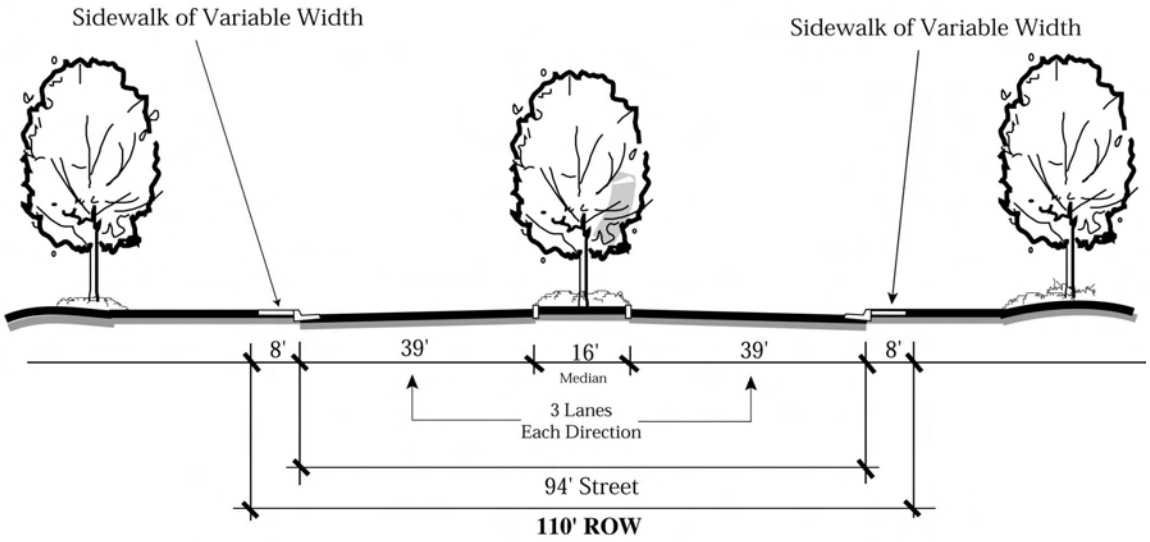


Figure 5-4 Arterial 4 Lane Street

Fulkerth Avenue

West Main Street

Washington Avenue

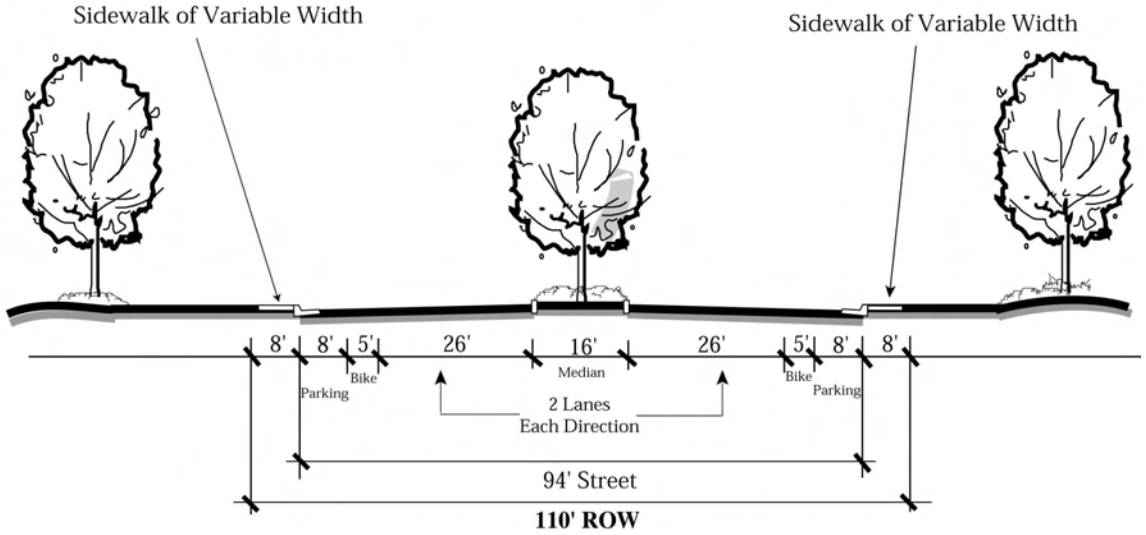


Exhibit 18

Figure 5-5 Collector 2 Lane Street w/ Parkway

Tegner Avenue between

Fulkerth Avenue and West Main St.

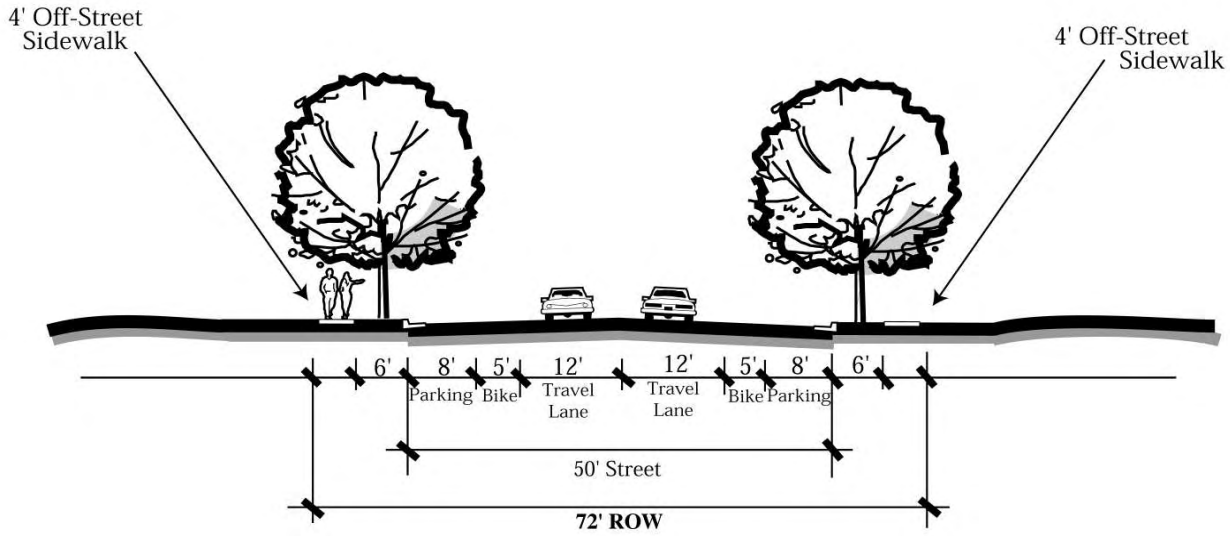


Figure 5-6 Collector 2 Lane Street

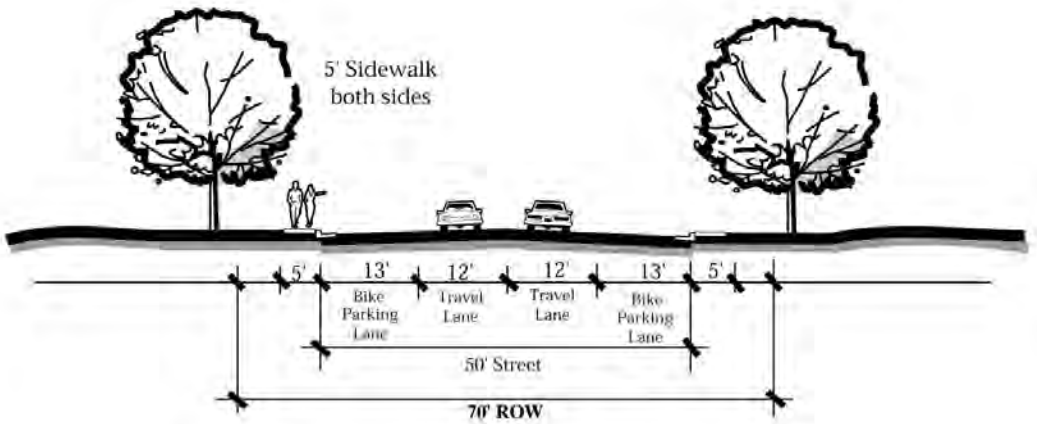


Figure 5-7 Canal Drive

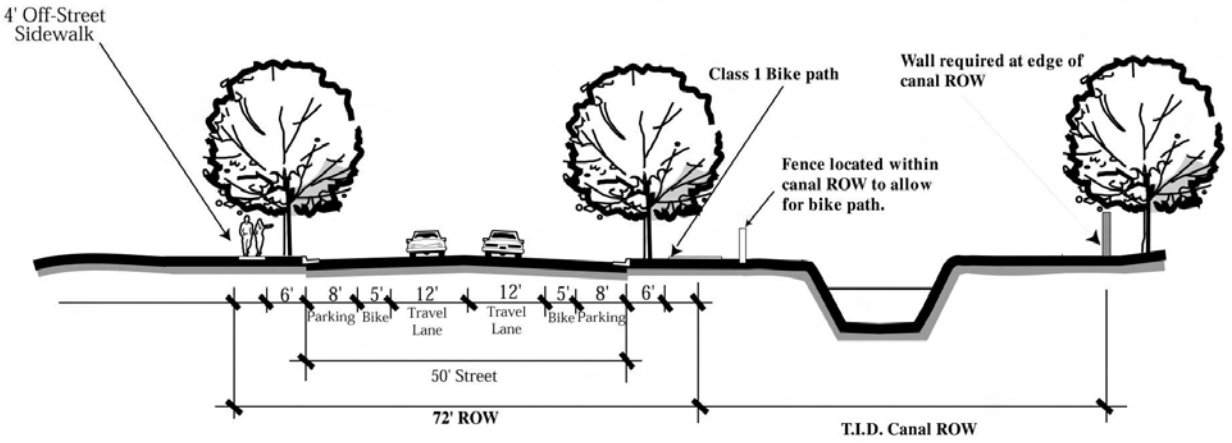


Figure 5-8 Industrial Street

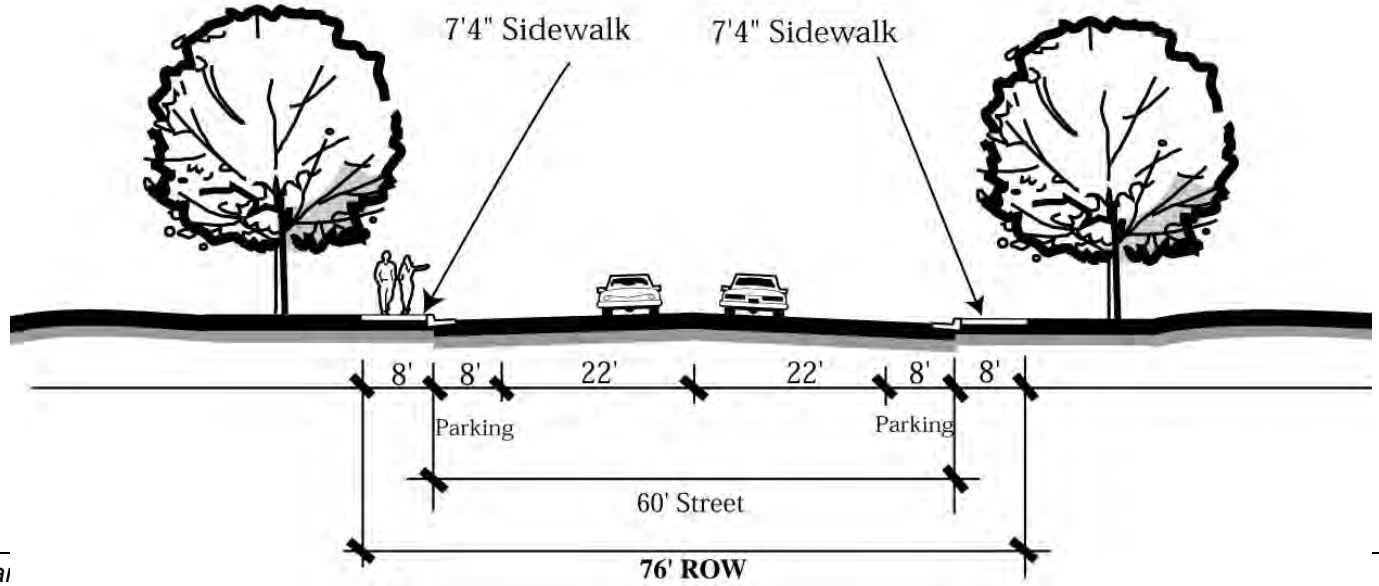


Exhibit 18

Local Secondary Streets

The alignment of the secondary streets is not shown in the Specific Plan except where the alignment is necessary to provide access to a specific land use. Typically, the alignment of these streets will be determined in the processing of subdivision maps on portions of the Plan Area, after adoption of this plan.

Figure 5-7 illustrates typical industrial and commercial streets standards. Such streets will be located at intervals determined by the size of industrial parcels. However, streets should be space at not more than ¼ mile intervals.

Public Parking

Parking in all land use areas shall be regulated by the standards established in the Turlock Zoning Ordinance.

Neighborhood Vehicles

The Plan Area provides an opportunity to enable and encourage commuters and residents to use alternatives to conventional automobiles. Light electric-powered, street legal vehicles provide a new, potentially significant alternative. Such vehicles are referred to as "neighborhood electric vehicles" (NEV), "light electric vehicle" (LEV) or "low speed vehicles".

The California Motor Vehicle Code Section 385.5 defines a "low speed vehicle" as a motor vehicle, having four wheels on the ground and an unladed weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface. The currently available models are similar in size and appearance to golf carts.

The NEV is envisioned as a low cost, low-pollution vehicle for the home to work commute. The use of such vehicles is compatible with the Business Park as a place of employment for Turlock residents. A resident work force would have the option to work locally and use a NEV, rather than commute long distances in a conventional automobile.

The NEV can be used on streets where the typical traffic speed is 25 mph or less. The best opportunity to link the residential community east of SR 99 with the employment in the Plan Area is via the Canal Drive over-crossing.

I-P- 14. Canal Drive will be the preferred route over SR 99 for neighborhood electric vehicles and shall be posted for not more than 25 mph.

Example of a contemporary Neighborhood Electric Vehicle.

Pedestrian Paths and Bikeways

Turlock is a very walkable community. The terrain is not challenging and the simple street system provides direct routes to virtually all destinations in the community. Inclement weather and heat are primary constraints to walking or bicycling. The Plan Area includes three distinct, but interconnected pedestrian and bicycle path systems.

- The Business Park and Commercial Area Pedestrian System
- City-wide Bike Path System
- Trailway System

I-P- 15. The sidewalks must be designed to enable patrons to walk to the commercial centers from their place of employment or residence during suitable weather.

I-P- 16. The pedestrian path system shall connect conveniently and directly to the location of any stop along a public transit route adjacent to the commercial center.

I-P- 17. Class II bike paths will be provided on all primary and secondary streets in the Plan Area. This includes:

- Fulkerth Road,
- West Main Street (east of Tegner Road),
- West Linwood Avenue (east of Tegner Road),
- Walnut Avenue, Dianne Drive, and Tegner Road.
- W. Tuolumne Road Over-crossing

I-P- 18. Class I bike paths will be included in the Plan Area in the following locations as shown in Figure 5-9.

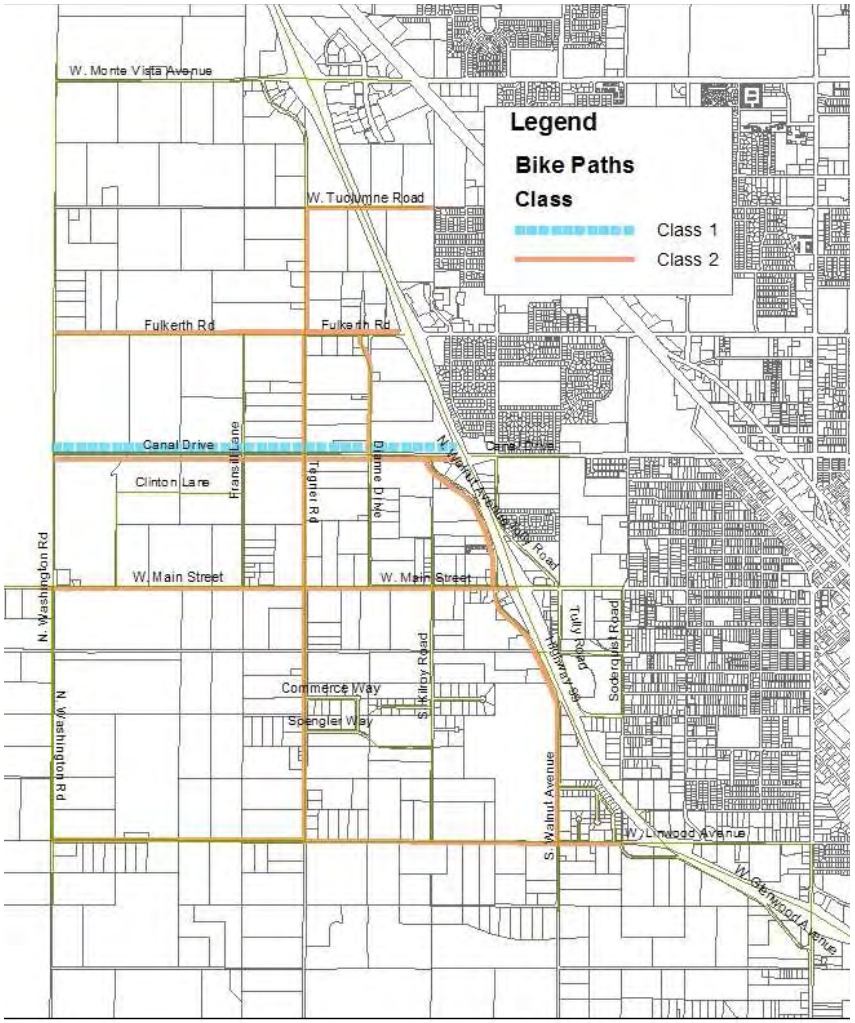
- West Canal Drive between SR 99 and Tegner Road.

I-P- 19. Street and driveway crossings along the designated Class I bike paths shall be minimized.

I-P- 20. A parking area for the bike path system shall be located at the detention pond area on the south side of the future extension of Canal Drive, east of Dianne Drive.

Exhibit 18

Figure 5-9 Bicycle Paths



Public Transit

The City presently operates a fixed route (Bus Line Service of Turlock "BLAST") bus system and a specialized dial-a-ride service. With the current population in excess of 50,000, Turlock is eligible for federal funds for fixed route services. As the community grows, the proposed concentration of employment and commercial uses in the Plan Area provides an exceptional opportunity to establish public transit and a transit hub for the west side of the City of Turlock.

Development of industrial and commercial uses over time will determine the specific routing of future transit service.

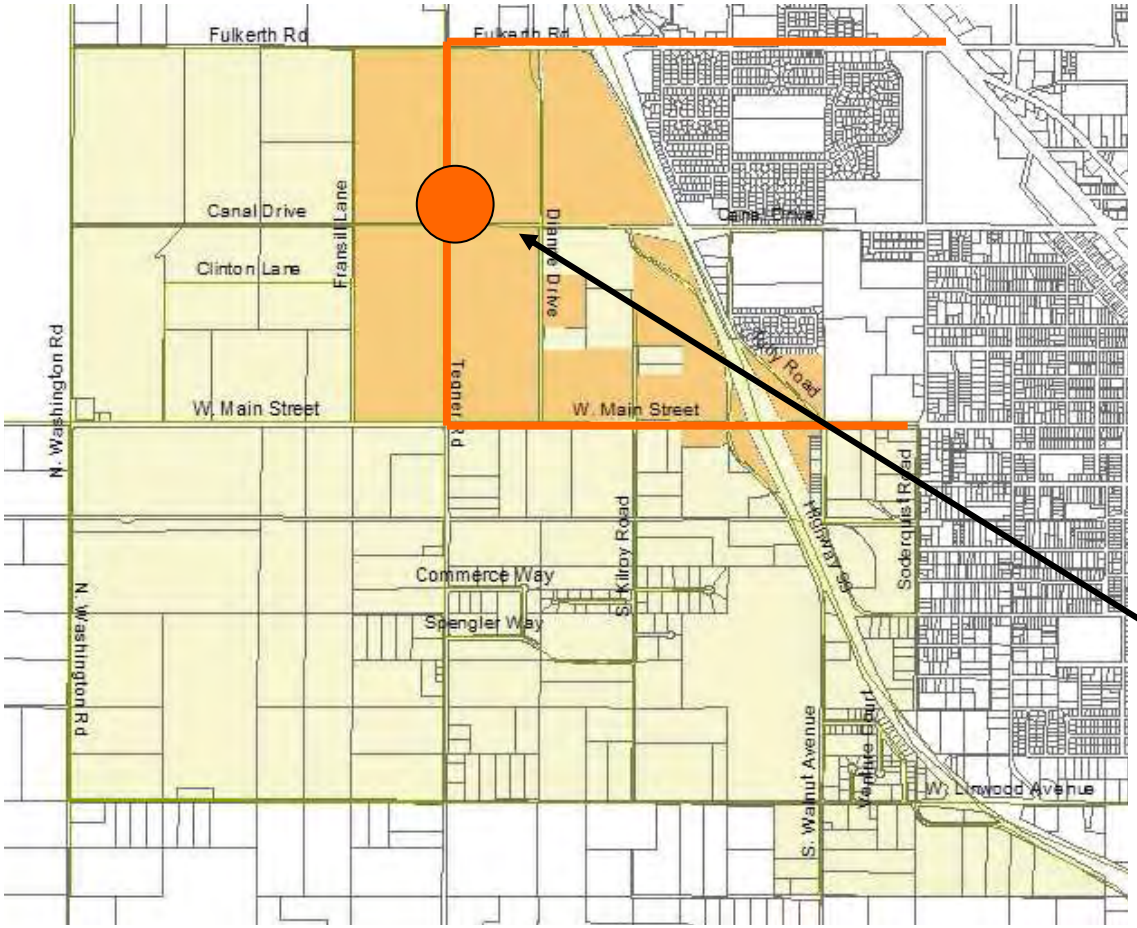
I-P- 21. The public transit routes shall be designed to provide convenient commute service from the residential areas to the employment center. Fulkerth Road, Tegner Road, West Main Street, Dianne Drive, Canal Drive and Washington shall be considered potential routes for any future public transit system.

I-P- 22. All Commercial Office (CO), Community Commercial (CC) and Industrial Business Professional (I-BP) land uses located beyond the intersection of arterial streets shall provide space to accommodate a transit stop beyond the intersection consistent with Standard ST-16 subject to approval by the City Engineer.

I-P- 23. All Commercial Office (CO), Community Commercial (CC) and Industrial Business Professional (I-BP) land uses shall provide a pedestrian path consistent with ADA requirements that connects the primary building entry to the public ROW. The pedestrian path shall terminate on the public ROW

Exhibit 18

Figure 5-10 Potential Transit Routes in Areas of Highest Employment Density



Potential transit route and hub location.

within 400 feet of any transit stop located along the project frontage.

I-P- 24. The City Engineer shall consider the location of pedestrian routes and bike routes in approving the location of transit stops in order to facilitate convenient connections between transit and major pedestrian/bike routes.

I-P- 25. A transit hub that would serve the Plan Area should be located near the highest concentration of potential employment. Opportunities would exist along the future extension of Tegner Road between West Main Street and Fulkerth Road.

Exhibit 18

Transportation Control Measures

The large number of employees anticipated in the business park and commercial areas provide an opportunity to implement effective transportation control measures (TCM).

Employee Trip Reduction Measures

An Employee Trip Reduction Program (ETRP) includes methods that reduce traffic volumes during peak commute hours. Typical ETRP methods include ridesharing, flexible work schedules that facilitate off-peak commuting, and distribution of information on public transit schedules and routing, and other methods that reduce reliance on single occupant vehicles during peak commute hours.

The type of businesses anticipated in the Plan Area could support the flexible work schedule. The supporting land uses in this project area, such as the recreation facilities at Pedretti Park and the commercial centers, will attract employees before and after the typical work day, and thereby extend the normal morning and evening commute period.

Employee trip reduction programs are best implemented throughout a county or regional area to take advantage of the broadest mix of resident employees and employment centers. Stanislaus Council of Governments provides transportation demand management planning, commuter matching and marketing services for Stanislaus County.

I-P- 26. The City shall, through the terms of any discretionary or administrative approval of projects in the General Commercial, Commercial Office, Industrial and Industrial-Business Park land use, encourage employers to cooperate with Stanislaus Council of Governments by making information on rideshare, transit and other travel alternatives available to employees.

Traffic System Management

Traffic system management (TSM) measures that will improve traffic flow include various actions and road improvements aimed at reducing traffic congestion, increasing average vehicle speeds, and smoothing traffic flow.

Conventional improvements to the primary road system in the Plan Area, including new traffic lanes, turn lanes and signalization will enhance traffic flow. The Plan Area provides an opportunity to install information technology in the road system that will coordinate traffic signals and provide current traffic information to individuals while they are in their cars and in their place of business before they get in their cars.

The system would be implemented by placing traffic sensors in the streets or installing above-grade telemetry sensors within the major entry areas of the project and in the major intersections in the project vicinity. The information on current traffic conditions could be conveyed to all buildings in the Plan Area through the Internet and to electronic signboards that would provide traffic information to drivers within the Plan Area.

The information system may also control signalization to enable the streets to function more efficiently by adjusting the timing and sequence of the traffic signals. Computer-controlled traffic signals will receive information on the volume of traffic from the sensors in the streets at locations approaching the signal. The signals shall be programmed to

adjust the duration and sequence of light changes in coordination with other signals to slow or accelerate the flow of traffic through an intersection.

I-P- 27. The backbone traffic management system will be implemented with the first phase of development of the Plan Area and will be expanded as the Plan Area develops subject to the review and approval of the system by the City Engineer.

I-P- 28. Future SR 99 interchange improvements shall provide for traffic system management measures.

Rail

The east-west rail spur south of West Main Street is an important resource for continuing economic growth in the Plan Area. The WISP recognizes the strategic importance of rail access to promote economic development and investment.

I-P- 29. The design of circulation improvements, notably street extensions and expansions, shall consider the effect on the continued viability of the rail spur.

I-P- 30. Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted. (GP Policy 5.6-j)

I-P- 31. Preserve and protect rail access that serves sites suitable for rail dependent industries.

I-P- 32. Prohibit uses that undermine the viability of rail operations.

Exhibit 18

5.2 Public Service Infrastructure

This section addresses the public infrastructure and services required in the Plan Area. These include sewer, water, drainage, fire protection, parks, gas, electricity, and solid waste management. Because the Plan Area land uses do not include residential (other than existing residences), the public services discussion does not include those services that would normally be associated with a residential use: schools, libraries.

5.2.1. Public Facility and Service Objectives

Objective 1. Strive to expand adequate public infrastructure, including municipal water, sewer and storm drainage systems that meet the demand of new industrial and commercial uses in a timely manner.

Objective 2. Strive to develop public infrastructure in a cost efficient manner to minimize incremental costs of development.

Objective 3. Strive to develop public infrastructure that is low maintenance and has low life-cycle costs.

Objective 4. Strive to develop public infrastructure that utilizes water and energy resources in a conservative, sustainable manner.

Objective 5. Maintain and protect the quality of groundwater resources.

Objective 6. Establish a funding mechanism to provide installation of infrastructure.

Objective 7. Phase infrastructure improvements in an orderly and cost efficient manner.

5.2.2. Public Facility Policies

I-P- 33. Promote the orderly and efficient expansion of public utilities to adequately meet projected needs. (After GP Policy 4.3-a)

I-P- 34. Coordinate capital improvements planning for all municipal service infrastructures with the direction, extend and timing of growth. (GP Policy 4.3-b)

I-P- 35. Establish equitable methods for distributing costs associated with serving development. (GP Policy 4.3-c)

I-P- 36. Costs of new infrastructure shall be allocated to the users that benefit from the improvement.

I-P- 37. New infrastructure systems shall be designed with consideration of life-cycle costs, and shall be innovative in conserving and recycling water and energy.

5.2.3. Water Supply and Distribution

Existing Conditions

The City supplies domestic water to residential, industrial and commercial connections within its corporate limits. Irrigation water is provided by the Turlock Irrigation District (TID) and privately operated wells. Domestic water is derived from deep groundwater wells that have a capacity to supply 45 million gallons per day (mgd).

Existing City wells in or near the Plan Area include:

- Well #15 (1500 gpm) located on West Main Street, east of Tully Road
- Well # 34 (1500 gpm) located on Dianne Drive near Canal Drive

A local grid of 10-inch and 12-inch water lines distributes water as far west as Tegner Road and north along Dianne Drive. Figure 5-11 illustrates the location of the existing facilities.

Water System Plan

Full development of the Plan Area will require the addition of two new wells, each with a capacity to pump 1800 gpm. Figure 5-11 shows the location of these new wells on Fulkerth Road and North Washington Road. The additions to the distribution system would consist of 12-inch water lines connecting to the existing grid and extending along the major road alignments throughout the Plan Area.

Water System Policies

I-P- 38. Encourage water conservation in industrial processes by making reclaimed wastewater available for cooling, and other industrial use in the Plan Area.

I-P- 39. Consider the feasibility of the extension of reclaimed wastewater distribution systems where new sewer and water lines are being constructed in the Plan Area.

I-P- 40. Encourage potable water conservation in site landscaping and streetscape landscaping.

Exhibit 18

Figure 5-11 Water Master Plan

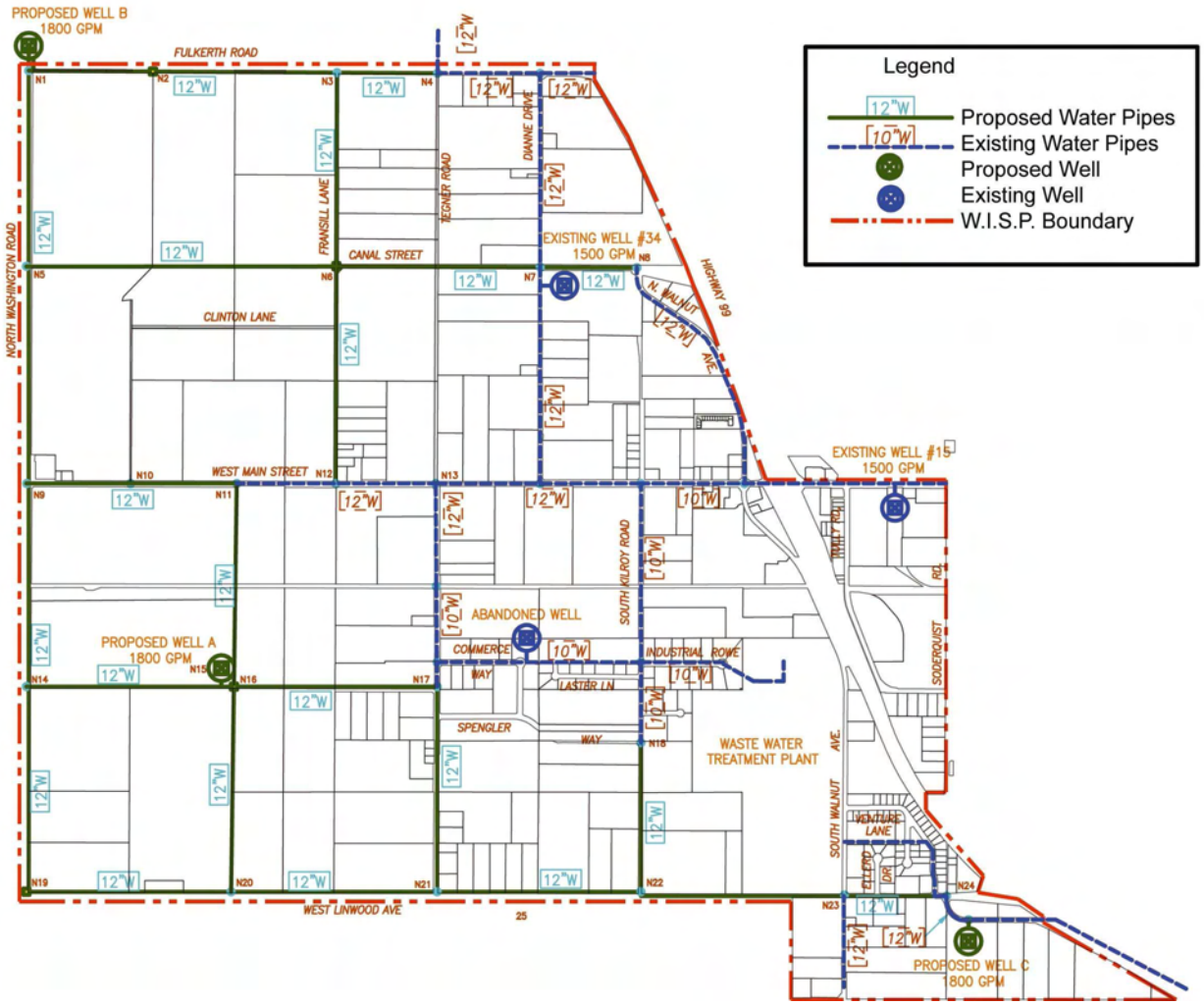


Exhibit 18

5.2.4. Wastewater Collection Treatment and Disposal

Existing Conditions

The City provides wastewater treatment and disposal service to residential, commercial and industrial users in Turlock, and to about 2,800 residents in Keyes and another 3,000 residents in the Denair Community Service districts. The Turlock Regional Water Quality Facility at 901 South Walnut Road (in the south-central portion of the Plan Area) is designed for a hydraulic flow of 20.0 million gallons per day (mgd).

The average daily flow into the wastewater facility during 2001 was 11.9 mgd, with 7.1 mgd in reserve, or 35% of the current hydraulic design capacity. Industrial users have in use, or reserve, 3 mgd or approximately 15% of the current hydraulic design capacity. In 2004 the City's water quality facility will also be receiving one million gallons per day of advanced primary treated wastewater from the City of Ceres.

The existing wastewater collection system in the Plan Area consists of a variety of sanitary sewer lines ranging from 10 inch to 24 inch. The sewer collection system extends west to Tegner Road where a 24-inch line collects wastewater from Fulkerth Road and Dianne Drive to the north and Commerce Way to the south. An existing pump station is located on South Kilroy Road, just west of the wastewater facility. The treated effluent is discharged into the San Joaquin River via Turlock Irrigation District Lateral Drain #5.

Wastewater System Plan

Future development of the Plan Area will require extension of the wastewater collection system west to Washington Road. The collection system will consist of lines ranging from 8-inch to 21-inch that will gravity flow to a new pump station located in the center of the section defined by West Main Street, West Linwood Avenue, Washington Road, and Tegner Road. A 12-inch force main will carry the wastewater east to the treatment facility. In addition to the new pump station, the existing pump station will be upgraded. Figure 5-12 shows the existing and planned sanitary sewer plan.

Wastewater Policies

I-P- 41. Industrial uses that require water for processing or cooling shall submit a wastewater budget to Municipal Services. The wastewater budget shall indicate the total wastewater demand, the quality of the wastewater, and the opportunities for wastewater re-use and water conservation.

I-P- 42. Septic tanks are prohibited in the Plan Area with the following exceptions:

- ❖ existing single family dwellings
- ❖ interim industrial uses pending completion of the municipal wastewater collection system.

Exhibit 18

Figure 5-12 Wastewater Master Plan

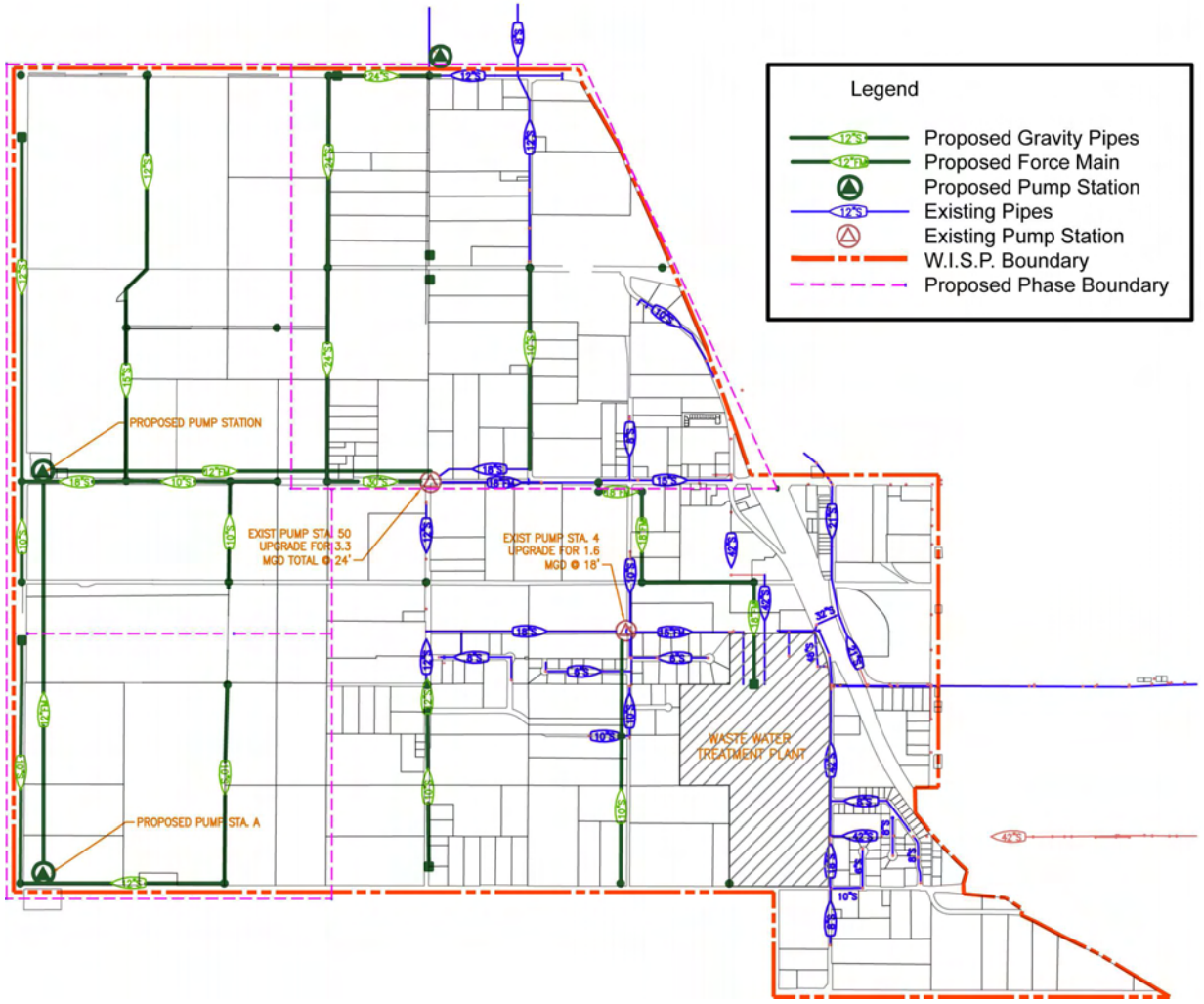


Exhibit 18

5.2.5. Storm Water Management

Existing Conditions

Historically, storm drainage in Turlock was handled by a system of storm sewers and pump stations that discharged primarily into Turlock Irrigation District (TID) Lateral No. 4 Drain. Existing drainage agreements allow the City to discharge storm water in Laterals #3, #4 and #5 when capacity is available. However, the canals represent an unreliable outlet for the City's needs.

To decrease dependence on the irrigation canals and unify Turlock's different storm drainage systems, the City adopted a comprehensive plan for storm drainage in 1988. It provides for collection of all of the City's storm water to a storage basin on the west side of the Wastewater Treatment Facility. Existing sewer outfalls will be used to discharge the water into the San Joaquin River via the Harding Drain. During periods of high river flow, the storm water flows to Gomes Lake, from which it is later pumped into the San Joaquin River.

Storm water will be directed to the Regional Water Quality Facility through three major systems identified by the streets in which the major trunk lines are located. Each system has sub-areas; many have planned or operating detention basins. Most detention basins will be designed so that they may also be used as parks.

Federal clean Water Act amendments have provided for tighter controls by cities on the quality of storm water discharged into the nation's waterways. The City of Turlock complies with these regulations. In essence, the regulations require some degree of treatment for all storm water discharges, and because of this, the Turlock Master Plan provides for centralization and consolidation of all storm water flows at the wastewater facility. This requirement better positions the City to deal with future storm water treatment.

A 60-inch storm drain flows south on Dianne Drive and discharges to the Dianne Basin at Canal Drive. Eventually water will be carried through a 42-inch line in South Kilroy Road to Detention Pond # 3 on the west side of the treatment facility and then discharged to a 24-inch outfall pipe to the Harding Drain. Existing Detention Pond # 4 serves a small industrialized area east of the wastewater facility on South Walnut Avenue.

Storm Water Management Plan

The storm water management plan assumes that a majority of the parcels west of Tegner Road would provide on-site storm water detention and development of properties east of Tegner Road would not. The allowable outflow would be limited to the pre-development flow. This substantially reduces the drainage pipe size compared to only minimal on-site detention, and significantly reduces development costs. The existing Dianne Basin would need to accommodate 11-acre feet, and new pump stations would be added at Dianne Basin and the basin at the Water Quality Control Facility.

Exhibit 18

On-site detention would significantly reduce the investment in major storm water infrastructure and could allow for implementation of on-site Best Management Practices (BMP) to address water quality issues. However, on-site detention and treatment would require use of a portion of each development site that would otherwise be useable for other purposes. A 10-year, 24-hour storm would require approximately 2% to 5% of a site to be reserved for storm water management. Smaller sites would be less efficient, and would require a higher proportion of land to be used. Therefore, on-site detention may not be practical for all development in the Plan Area.

However, the WISP provides for and anticipates that a substantial amount of storm water will be managed and detained on the larger development sites. The land use regulations require landscaping and parking areas that can accommodate storm water detention. In many parcels, the storm water detention and water quality management can be incorporated in the landscaped areas without diminishing the development area. The detention facility can be designed as an amenity that is integral to the overall design theme.

The Community Design Standards (Section 3) provides guidelines and standards that encourage developers to include the detention and water treatment as an attractive feature of the site design.

Storm Water Management Policies

I-P- 43. The City shall design the Dianne Drive Detention basin for joint recreation and storm water management use.

I-P- 44. On-site storm water detention shall be provided on any site larger than two acres, and shall be designed for future connection to the City's storm water drainage system.

I-P- 45. On-site storm water detention shall be considered a landscape design feature and shall be credited against the required landscape area on any site provided that:

- The detention basin is visually incorporated in the adjacent site landscape.
- The detention basin includes grass, trees and other improvements that are similar to, and visually compatible with, the adjacent landscaping.
- The detention basin is located in the front setback where it is visible from the street, or is part of the on-site landscaped area in the side yard or rear yard setback areas visible from the street or the occupied area of buildings on site.

I-P- 46. The incorporation of grassy swales and other best management practices are encouraged to filter storm water.

I-P- 47. Site grading shall be designed to create positive drainage throughout the site and to collect the storm water for the storm water drainage system.

I-P- 48. Water quality swales shall be landscaped with appropriate erosion control plant materials.

Figure 5-13 Storm Drainage Plan

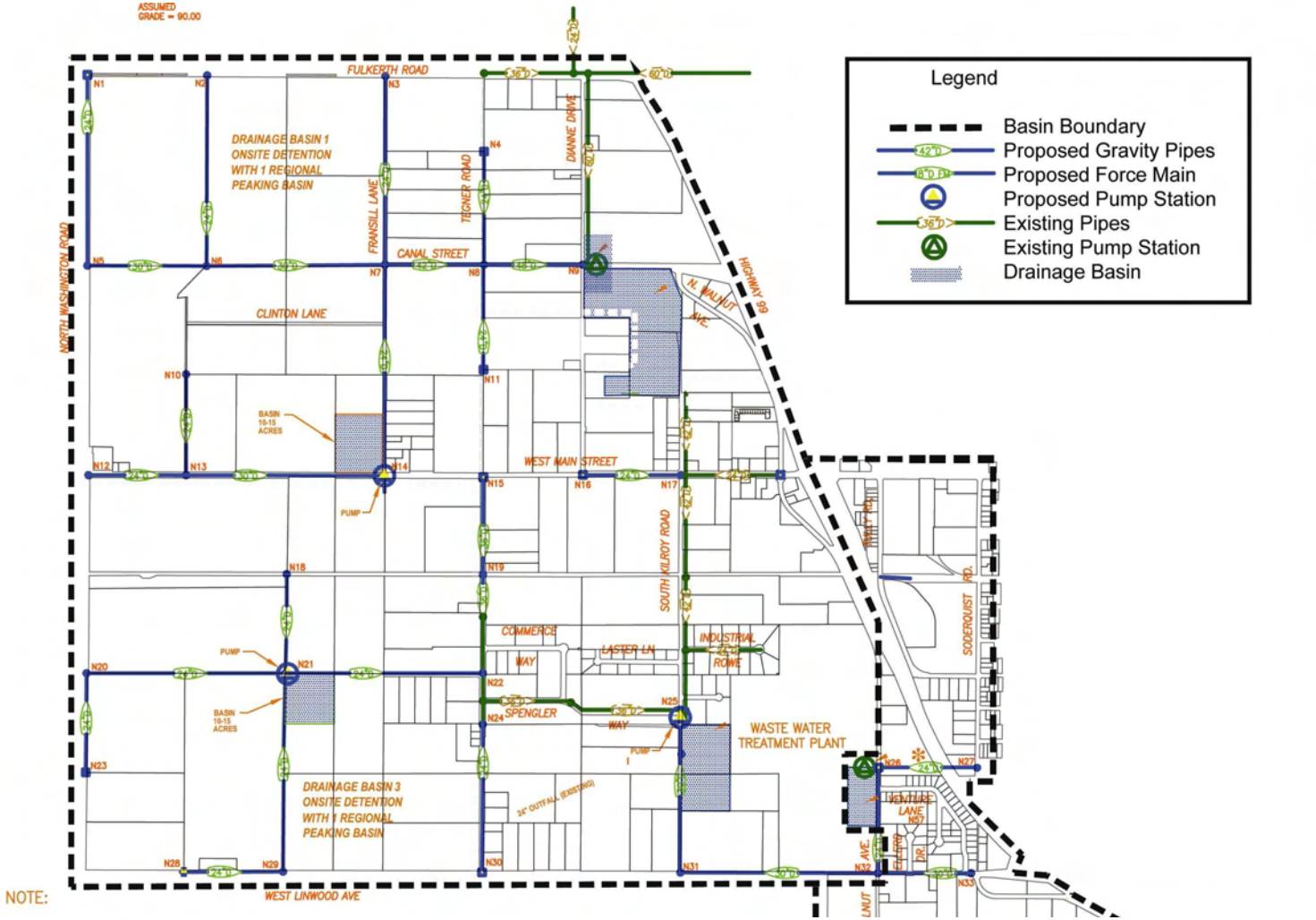


Exhibit 18

5.2.6. Solid Waste Disposal

Existing Conditions

The City contracts with a franchise hauler to collect garbage and recyclables at curbside. Garbage is taken to the transfer station on Walnut Road in the Plan Area, and from there to the Fink Road landfill near Crow's Landing, or to the waste-to-energy facility adjacent to the landfill. The waste-to-energy facility reduces the volume of waste going to the landfill by about 90 percent. Stanislaus County Department of Public Works indicates that the landfill has capacity to serve until 2017 for garbage and 2023 for waste-to-energy ash.

The Stanislaus County Hazardous Waste Management Plan (CHWMP), adopted by the City of Turlock in 1991, identifies industrially zoned sites potentially suitable for locating hazardous waste management facilities. In Turlock, an area in the southwest quadrant of the City is identified for this purpose. There are no hazardous waste management facilities operating or planned in the Plan Area.

Solid Waste Management Plan

The diversity of industrial, industrial-business professional, office and commercial uses that may occur in the Plan Area indicates that most uses will be served by private commercial haulers contracting with the individual users.

The potential for a hazardous waste site in the Plan Area could be detrimental to other potential industrial or industrial-business professional users.

Solid Waste Policies

I-P- 49. The City will evaluate the potential detrimental effect, if any, from locating a hazardous waste management site in the Plan Area, and if appropriate, will seek amendment of the Stanislaus County Hazardous Waste Management Plan to eliminate for any future consideration the southwest quadrant of the City as a candidate location of a hazardous waste management facility.

I-P- 50. The City will encourage industrial development that utilizes solid waste material for recycling or co-generation.

5.2.7. Energy

Existing Conditions

The Turlock Irrigation District (TID) provides electricity in the Plan Area through a local distribution grid. The grid generally follows the primary streets and is sized to serve the local needs. There are no transmission facilities in the Plan Area.

Energy Plan

Turlock Irrigation District is planning a major new electricity generating facility within the Plan Area. The Walnut Energy Center, a 250 megawatt plant fueled with natural gas will be located south of the rail

spur just east of Washington Road. Figure 5-13 illustrates the location and utility connections to the facility.

Energy Policies

I-P- 51. The City will work with TID to ensure that the local electricity distribution grid is in place in a timely manner to serve new users.

Figure 5-14 Walnut Energy Center Facility

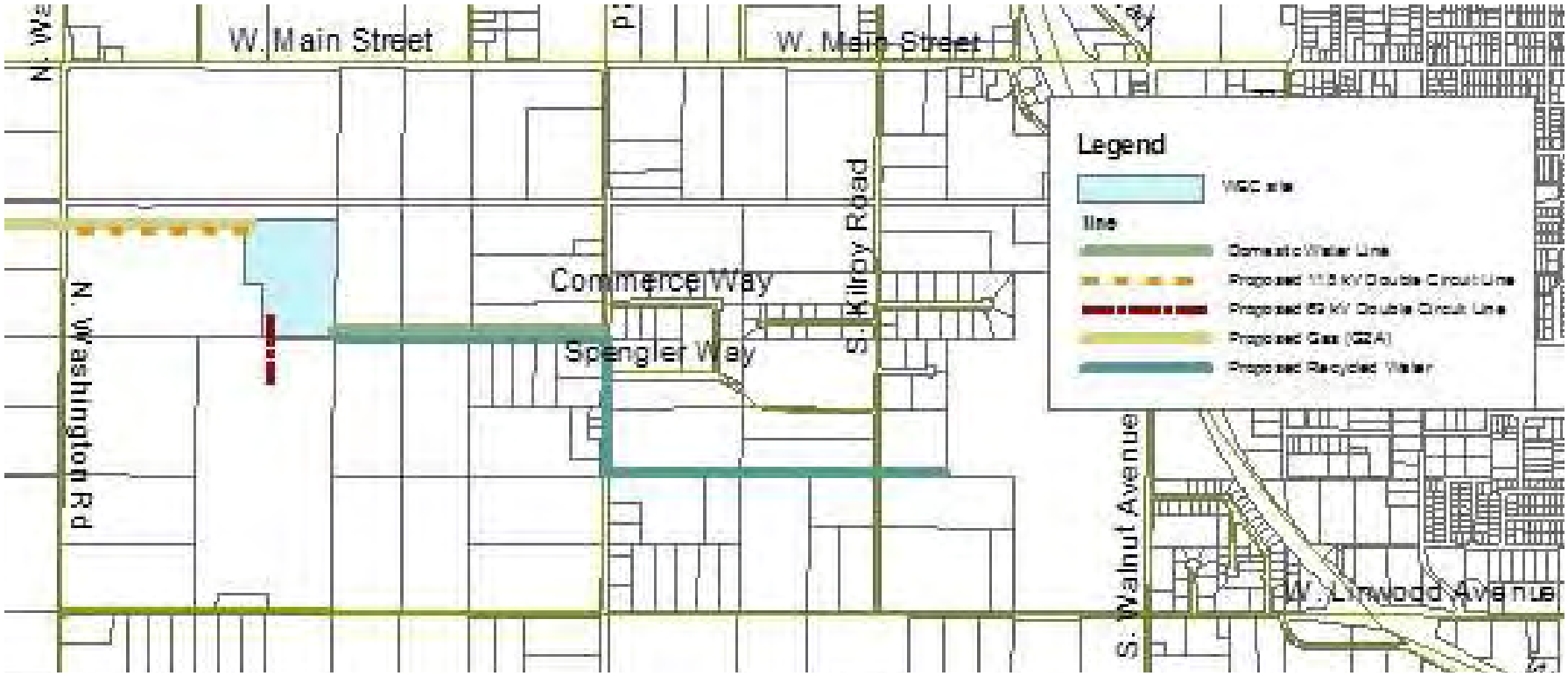


Exhibit 18

I-P- 52. The City will encourage the use of energy conserving design in landscaping and architecture to reduce building heating and cooling loads.

I-P- 53. Electric lines 12kv and smaller shall be located underground.

5.2.8. Communications

Existing Conditions

Turlock Irrigation District owns a fiber-optic system that includes portions of the Plan Area. The system was developed to provide communications between the TID facilities, but could provide capacity for communications service for other users.

Communications Plan

TID does not intend to provide retail communications service and would require a third party vendor to contract for the capacity and provide service to local users.

Communications Policies

I-P- 54. The City will encourage TID to enter into an agreement with a third party vendor to provide broad band communications in the Plan Area.

I-P- 55. The City will track the installation of telecommunications infrastructure in the city rights of way.

I-P- 56. The City will work with the County, railroads and utilities to provide information on the location of telecommunications infrastructure which is located in their rights of way.

I-P- 57. The city will identify the location of telecommunications "points of presence" (POP) using building permit data, assessor data or data from private sources.

I-P- 58. Information on telecommunications infrastructure provided by the telecommunication utilities will be incorporated in the City GIS database when practical.

I-P- 59. Franchise agreements will require telecommunication utilities to provide the City with maps of the installed infrastructure.

I-P- 60. Telecommunications utilities will be required to coordinate private projects with City projects.

I-P- 61. The City will notify telecommunications utilities of planned City improvement projects which require accessing rights of way and will allow them to install their lines at the same time.

5.2.9. Emergency Services

Existing Conditions

The Turlock City Emergency Services operates four facilities. Station No. 2 located on Walnut Avenue near SR 99 in the Plan Area would provide first response to any fire or emergency.

Exhibit 18

Fire Protection Plan

No additional fire protection facilities are required in the Plan Area.

I-P- 62. All development is required to meet the fire protection standards established by the City. Typical standards include, but are not limited to:

- ❖ Sprinklers in buildings 5,000 square feet and larger;
- ❖ on-site hydrants;
- ❖ adequate emergency access to buildings;
- ❖ hazardous materials plans.

I-P- 63. All new development shall participate in the City's service mitigation fee that funds police, fire and public maintenance services operations and maintenance costs.

5.2.10. Parks

Existing Conditions

No public recreation facilities exist in the Plan Area. Pedretti Park, located approximately 1/2 mile north of Fulkerth Road provides active sports facilities for the west side of the City.

Parks Plan

The Plan Area does not include a substantial residential population, yet there are opportunities for active recreation that could serve the employees and the City residents. Non-residential land uses are typically more tolerant of night lighted sports fields. The detention basin at Dianne Drive and Canal Drive is well located to provide an active sports facility that is readily accessible by the employees in the Plan Area, and residents to the east of SR 99.

Parks Policies

I-P- 64. The detention basin at Dianne Drive and Canal Drive will be designed to allow for future improvement as a recreation facility.

I-P- 65. The portion of any industrial, industrial-business professional, office or commercial site allocated specifically to basketball courts, picnic areas, and similar employee oriented recreation facilities shall be included in the landscape area requirement for that use, provided that the recreation facility is fully improved with landscaping.

Exhibit 18

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6.

RESOURCES

This section focuses on the natural resources of the Westside Industrial Specific Plan (WISP). Discussed are biological resources, soils, water quality, air quality, and cultural resources. Noise relating to the quality of the work environment is also addressed in this section.

A substantial portion of the Plan Area remains in active agricultural production, and will continue to be a part of the Plan Area for many years. Other current land uses in the Plan Area include industrial uses, commercial uses clustered along State Route 99 (SR 99), and scattered rural residential homes.

The Westside Industrial Specific Plan has been prepared in coordination with evaluation of the potential environmental effects of the planned development. Baseline information on resources addressed in this section was developed early in the planning process to inform and guide the plan. Mitigation measures developed in the preparation of the Environmental Impact Report required by the California Environmental Quality Act were incorporated in the Specific Plan as policies and development guidelines.

6.1 Biological Resources

Turlock was part of a larger grass and marsh land until approximately 150 years ago. Historical agricultural practices in this area were not consistent with maintaining wildlife habitat, and therefore, biological resources are scarce and widely separated. There are currently no natural bodies of water or waterways within the Plan Area.

Habitat types potentially affected by the proposed project are composed of agricultural fields, orchards, pastures and grasslands, irrigation ditches and canals, ruderal (waste) areas, detention basins and sewage ponds, and landscape areas.

There are no identified special status species within or adjacent to the Plan Area (California Department of Fish and Game (CDFG), California Natural Diversity Database (CNDDB). However, Swainson's hawks (*Buteo swainsoni)* are known to forage within actively farmed areas within the Central Valley, particularly row crops and alfalfa fields during and after harvest. Suitable foraging habitat encompasses the area within a ten-mile radius from an active nest site. Swainson's hawk nests have been recorded (CNDDB) within the region: three sites along the San Joaquin River, two sites along the Tuolumne River, and one site along the Merced River. Therefore, the WISP Plan Area may be within the ten-mile foraging radius of active Swainson's hawk nest sites. Swainson's hawk nest sites are protected pursuant to the California Endangered Species Act (CESA), and impacts to foraging habitat may require mitigation. The Swainson's hawk is a State Threatened Species, a Federal Species of Concern, and a Migratory Bird Treaty Act-protected species.

There are no recorded native or migratory wildlife corridors through the Plan Area. However, some species of birds may forage in the Plan Area agricultural fields during migration. There are also wintering birds that may forage in the pastures and grasslands.

Objectives and Policies

Objective 1. Protect the wildlife habitats of the Plan Area.

R-P 1. A biological field survey for special status species and sensitive habitats shall be completed prior to development of all existing agricultural lands. If Swainsons Hawks are found foraging in an agricultural area prior to or during construction, the project proponent shall consult a qualified biologist for recommending proper action.

R-P 2. Project proponents shall satisfy applicable U.S. Endangered Species Act (ESA), California Endangered Species Act (CESA), National Environmental Policy Act (NEPA),

California Environmental Quality Act (CEQA), and other applicable local, state, and federal laws and regulation provisions through consultations with the Permitting Agencies and local planning agencies.

6.2 Soils

There are twelve (12) soil types within the WISP Study Area. These soils were formed in alluvium derived from granitic rock sources. These soils include moderately coarse-textured sand and sandy loams. The twelve soil types range from somewhat excessively drained to moderately well drained.

The primary concerns regarding soil erosion are soil loss, and water quality loss due to water erosion and wind erosion and sedimentation.

Objectives and Policies

Objective 1. Preserve and maintain Plan Area soils to avoid pollution of surface water (including storm water detention basins and open irrigation canals), decreased air quality and loss of soil.

R-P 3. Minimize soil erosion and loss of topsoil from land development activities, wind, and water flow.

R-P 4. Comply with the Uniform Building Code (UBC) requirements for specific site development and construction standards for specified soils types.

R-P 5. Comply with the Uniform Building Code (UBC), Chapter 70, regulating grading activities including drainage and erosion control.

R-P 6. Site-specific survey and research shall be completed for proposed development projects, including appropriate mitigation measures for avoiding or reducing erosion, if needed. This requirement may be waived if the City determines that the proposed project area is already sufficiently surveyed.

6.3 Hydrology and Water Quality

There are no major drainages or streams within the Plan Area. There are currently three storm water drainage detention basins within the Plan Area. Storm water drainage is further discussed in the Public Facilities and Services section of this Specific Plan.

There are open water irrigation canals and drainage ditches in the existing agricultural areas of the Plan Area, as well as in the agricultural areas adjacent to the Plan Area.

Existing and proposed land uses and activities within and adjacent to the Plan Area must considered in protecting water quality. These include construction activities, industrial land use, agricultural land use, wastewater treatment plant, power generation facility, and urban runoff.

Objectives and Policies

Objective 2. Protect water quality in the area's groundwater basin.

R-P 7. Comply with the Regional Water Control Board's regulations and standards to maintain and improve groundwater and surface water quality.

R-P 8. Large commercial and industrial water users shall submit a water use and conservation plan as part of the project entitlement review and approval process, and shall develop a program to monitor compliance with and effectiveness of that plan.

R-P 9. Actively pursue the use of treated wastewater in irrigation and industrial applications, including development of appropriate infrastructure.

Objective 3. Minimize pollution of Plan Area drainage ditches and detention basins from urban runoff.

R-P 10. The discharge of oil, gasoline, diesel fuel, or any other petroleum derivative, or any toxic chemical or hazardous waster is prohibited.

R-P 11. Materials and equipment shall be stored so as to ensure that spills or leaks cannot enter storm drains, or the drainage ditches or detention basins.

R-P 12. A spill prevention and cleanup plan shall be implemented.

R-P 13. Future industrial and commercial employers/employees shall be educated about prevention of urban contaminants entering storm drains, or the drainage ditches or detention basins.

R-P 14. Maintain buffer areas between drainage ditches and detention basins, and urban development to protect water quality.

R-P 15. Utilize cost-effective urban runoff controls, including Best Management Practices (BMP), to limit urban pollutants from entering the drainage ditches and detention basins. BMP shall include:

Construction BMP

DS 1. During construction, temporary gravel, hay bale, earthen, or sand bag dikes and/or non-woven filter fabric fence, shall be used as necessary to prevent uncontrolled run off that could enter storm drains, or the drainage ditches or detention basins.

DS 2. Surplus or waste material and/or fill of earthen material shall not be placed in the storm drains, or the drainage ditches or detention basins.

DS 3. All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner to prevent the discharge of these materials off-site, or into storm drains, or the drainage ditches or detention basins.

DS 4. After completion of a construction project, all surplus or waste earthen materials shall be removed from the site and

deposited in an approved disposal location, or stabilized on-site.

DS 5. Fresh concrete or grout shall not be allowed to contact or enter storm drains, or the drainage ditches or detention basins.

DS 6. Dewatering should be done in a manner so as to eliminate the discharge of earthen materials off-site, or into storm drains, or the drainage ditches or detention basins.

DS 7. Any constructed drainage swales and catchment/infiltration areas should be stabilized by appropriate soils stabilization measures to prevent erosion.

DS 8. Dust shall be controlled to prevent the transport of such material off the project site or into storm drains, or the drainage ditches or detention basins.

DS 9. All disturbed areas shall be adequately re-stabilized or re-vegetated. Re-vegetated areas shall be continually maintained until vegetation becomes established.

DS 10. All non-construction areas should be protected by fencing or other means to prevent unnecessary disturbance. These boundary facilities shall be inspected periodically and shall be repaired when necessary.

Post-Construction (Project) BMP

DS 11. Traps, filters, or other devices at drop inlets shall be installed to prevent contaminants from entering storm drains.

DS 12. All surface flow from the project site shall be controlled to prevent erosion.

DS 13. Culvert outlets shall be located on natural soil, not on fill.

6.4 Air Quality

The San Joaquin Valley is currently designated as "severe non attainment" for the state ozone 1-hour standard, and "serious non attainment" for the federal 1-hour ozone and 24-hour fine particulate matter (PM10) standards.

Any additional sources of these pollutants will contribute to this non attainment status.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has adopted an Air Quality Management Plan and an Integrated Air Toxic Program. The SJVAPCD has also adopted two Attainment Plans and a Serious Area PM10 Non attainment Plan.

Objective 4. Help improve air quality by actively cooperating with the San Joaquin Valley Air Pollution Control District, the California Air Resources Board, and the U.S. Environmental Protection Agency in achieving and maintaining ambient air quality standards.

Objectives and Policies

R-P 16. Cooperate with the San Joaquin Valley Air Pollution Control District (SJVAPCD) in its procedures to implement the Air Quality Management Plan (AQMP).

R-P 17. Minimize public exposure to toxic or hazardous air pollutants.

Exhibit 18

R-P 18. Comply with the National Emission Standards for Hazardous Air Pollutants (NESHAPS) and the SJVAPCD Compliance Assistance Bulletin, Asbestos Synopsis, during renovation and/or demolition of existing buildings, specifically as it relates to asbestos.

R-P 19. Increase opportunities and incentives for carpooling.

R-P 20. Burning of any combustible material within the Plan Area shall be strictly controlled to minimize particulate air pollution, and shall occur only on days permitted by the SJVAPCD.

R-P 21. Large projects exceeding the San Joaquin Valley Air Pollution Control District's thresholds of significance for ozone precursors (10 tons per year for reactive organic gases, ROG, and / or oxides of nitrogen, (NOx) and are unable to mitigate the project's impacts to a less-than-significant impact in accordance with the District's Guide for Assessing Mitigating Air Quality Impacts (GAMAQI) shall be subject to payment into the City of Turlock's Air Quality Trust Fund. The fund is utilized to pay for projects located throughout the City that improve air quality typically by promoting alternative modes of transportation.

R-P 22. Employ energy efficient design, including automated control systems for heating/air conditioning and energy efficiency beyond Title 24 requirements, lighting controls and energy-efficient lighting in buildings, increased insulation beyond title 24 requirements, and light colored roof materials to reflect heat.

R-P 23. Plant deciduous trees on the south- and west-facing sides of buildings.

R-P 24. Use low nitrogen oxide (Nox) emitting and/or high efficiency water heaters.

R-P 25. Develop a land use plan that will help to reduce the need for trips and will facilitate the use of public transportation, walking, bicycles, carpooling, and alternative fuel vehicles.

R-P 26. Locate higher density development such as employment centers and retail along existing and proposed transit corridors.

R-P 27. Develop and maintain street systems that provide for efficient traffic flow and thereby minimize air pollution from automobile emissions.

R-P 28. Develop and maintain circulation systems that provide alternatives to the automobile for transportation, including bicycles routes, pedestrian paths, bus transit, and carpooling.

R-P 29. Reserve appropriate easements to provide for future improvements such as bus turnouts, loading areas, and shelters.

R-P 30. Maintain acceptable traffic levels of service (LOS) as

specified in the General Plan Circulation Element.

R-P 31. Prior to entitlement of a project that may be an air pollution point source, such as a manufacturing and extracting facility, the developer shall provide documentation that the use is located and appropriately separated from residential areas and other sensitive receptors (e.g., homes, schools, and hospitals).

R-P 32. Minimize public exposure to pollutants that create a public nuisance, such as unpleasant odors.

R-P 33. Segregate and provide buffers between land uses that typically generate hazardous or obnoxious fumes and residential or other sensitive land uses.

Objective 5. New construction shall be managed to minimize fugitive dust and construction vehicle emissions.

R-P 34. Comply with the SJVAPCD Compliance Assistance Bulletin for Fugitive Dust Control at Construction Sites.

R-P 35. Project development applicants shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.

R-P 36. Construction activity plans shall include and/or provide for a dust management plan to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.

R-P 37. Soils stabilization is required at all construction sites after normal working hours and on weekends and holidays, as well as on inactive construction areas during phased construction. Methods include short-term water spraying, and long-term dust suppressants and vegetative cover.

R-P 38. Construction equipment shall be equipped with particulate filters and/or catalysts, or proof shall be provided as to why it is infeasible.

R-P 39. Diesel engines shall be shut off while not in use to reduce emissions from idling. Minimize idling time of all other equipment to 10 minutes maximum.

R-P 40. Sandbag, or other erosion control measures, shall be installed to prevent silt runoff to public roadways from construction sites with a slope greater than one percent (1%).

R-P 41. Wheels on all trucks and other equipment shall be washed prior to leaving the construction site.

R-P 42. Wind breaks shall be installed at windward sides of construction areas.

R-P 43. Suspend excavation and grading activities when winds exceed 20 mph.

R-P 44. Limit areas subject to excavation, grading, and other

Exhibit 18

construction activities at any one time.

R-P 45. Limit and expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours.

R-P 46. Use alternative fuel construction equipment, where feasible.

R-P 47. Construction activities shall be curtailed during periods of high ambient pollutant concentration. This may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways, including SR 99.

6.4 Cultural Resources (Archaeological and Historical)

There are no previously recorded archaeological resources within the Plan Area (Central California Information Center, California State University, Stanislaus).

Historic and prehistoric Native American villages are located mainly near water sources such as the San Joaquin River and its tributaries. As there are no major streams in the Plan Area, it is unlikely that significant Native American cultural resources exist there.

One previously recorded historical resource - a segment of the Tidewater Southern Railway - is located within the Plan Area (Central California Information Center, California State University, Stanislaus.

There are structures within the Plan Area that are 50 years and older, including farmhouses and barns. Some of these structures are potentially eligible for the California Register of Historic Resources.

Objectives and Policies

Objective 6. Preserve and enhance archaeological and historic resources for their aesthetic, educational and cultural values.

R-P 48. If previously unrecorded archaeological resources, as defined by State Law, are discovered, construction activities shall be suspended and a qualified archaeologist shall be called to evaluate the find and to recommend proper action.

R-P 49. If human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods.

R-P 50. In accordance with State Law, if any historical resources are found during construction, work is to stop and the City of Turlock and a qualified professional are to be consulted to determine the importance and appropriate treatment of the find.

R-P 51. The existing structures identified as potentially eligible for the California Register of Historic Resources shall be evaluated by a qualified archaeologist or historian prior to proposed development on that property. Proper action as recommended by the qualified archaeologist or historian shall be considered in the proposed development process.

R-P 52. Where historically significant structures cannot be preserved in tact, the project proponent should seek to preserve the building facades. At a minimum, the structures shall be photographed for the City's historic archives.

6.4 Noise

For the purposes of this Specific Plan the absence of noise is considered a resource. The City of Turlock General Plan Noise Element established maximum noise levels for the protection of noise-sensitive uses. The City has set a noise standard of 60 dB Ldn due to transportation noise at the exterior of noise-sensitive uses. Examples of noise-sensitive uses include residences, schools, hospitals, and churches. Existing single family residences and farmhouses are scattered throughout the Plan Area, but no new residential or otherwise noise-sensitive uses are planned for the area.

As land uses in the Plan Area transition from rural residential or agricultural (with on-site housing) to commercial or industrial, the noise sensitive land uses will be eliminated. Therefore, it is estimated that mitigating noise to sensitive land uses will only be necessary in the short term.

The nature of the planned uses suggests that a certain amount of noise will inherently be associated with the Plan Area. Noise is also a part of many industrial, commercial and agricultural processes, all of which are existing or purposed land uses for the Plan Area. Noise management is and will be important to the quality of the work place, particularly in office and commercial environments, but may be of concern for existing residential uses during their foreseeable lifetime.

State Route 99 (SR 99) is a primary source of noise within the Plan Area. Rail noise is limited to the southern portion of the Plan Area near the east-west Union Pacific rail spur.

Short-term increases in ambient noise are produced during construction activities. Noise producing construction activity is discussed more specifically in Article 3 of Chapter 2 of Title 9 (Noise Standards).

Objectives and Policies

Objective 7. Provide pleasant and productive work environments by managing noise.

Exhibit 18

R-P 53. Require stationary noise sources proposed in areas adjacent to noise-sensitive uses to be mitigated so as to not exceed the noise level performance standards.

R-P 54. Work in cooperation with the City, Caltrans, and the Union Pacific Railroad to maintain noise level standards for the Plan Area in compliance with noise standards.

R-P 55. New industrial and commercial development with actual or projected exterior noise levels of greater than 60 dB Ldn, shall be conditioned to use mitigation measures to reduce exterior noise levels to less than or equal to 60 dB Ldn.

R-P 56. Control noise at the source through use of insulation, berms, building design and orientation, buffer space, staggered operating hours, sound walls, enclosing certain noise creating equipment/activities, use of muffling or silencing equipment, as necessary to ensure compliance with the City of Turlock Noise Standards. Use noise barriers to attenuate noise to acceptable levels.

R-P 57. Noise-producing equipment shall be set back from the noise-sensitive property line to the maximum practical extent.

R-P 58. Operation of mechanical refrigeration units on trucks shall be prohibited during loading/unloading in areas adjacent to noise-sensitive uses.

R-P 59. On-site vehicles such as forklifts shall be required to have and maintain adequate mufflers.

7.

IMPLEMENTATION

This section describes how the Westside Industrial Specific Plan will be implemented.

Implementation of the Specific Plan addresses a wide range of considerations that take the project from a concept to its ultimate physical development. The primary considerations include:

- **Administration of the Plan, including annexations, application of design concepts to a diverse mix of industrial, commercial and office uses and administration of the plan policies and standards.**
- **Financing of major improvements**
- **Cost effective coordination of improvements**
- **Strategic application of economic development resources to achieve maximum value**

All of these considerations must be successful in order to achieve the overall goals of the Plan.

7.1 Implementation Challenges

The Plan Area presents challenges to the implementation of the Plan in a coherent, sustainable fashion. Nonetheless, a framework for implementing the plan will allow development to proceed in a logical manner with minimal delay and cost. The challenges to plan implementation include the following.

Multiple land owners

The Plan Area includes multiple owners and a diverse mix of property sizes, uses, and access to development infrastructure. The diversity of these characteristics leads to diverse land owner interests. Some owners will be anxious to proceed with development immediately. Others will take a longer view and will not be motivated to participate in investing in the public improvements that are necessary to allow development to move ahead. This can result in a sporadic pattern of development and inefficient extension of services. This Plan defines development sub areas that relate to logical and efficient infrastructure improvements.

Incremental Growth

The Plan Area is a large area that will develop sporadically over a period of years. During that time the market demand for certain land uses will rise and fall, the costs of land, buildings and infrastructure will vary, and a number of other factors will influence the rate and direction of development in the Plan Area. Consequently, the plan must allow flexibility to respond to variable demands, but also must provide a framework for logical and consistent development. This is provided in the design guidelines that apply to all land uses and in the phased expansion of infrastructure.

Realignment of Streets

Realignment and/or extension of major streets is unusual in the Plan Area, but will be required with the realignment of Dianne Drive, and the extension of Tegner Road between Main Street and Fulkerth Road. The need for other realignments or extensions may arise from future site specific designs; such modifications are accommodated in the Plan by the process of major and minor plan amendments described below. New roads within the undeveloped parts of the Plan Area are normal in-tract requirements and will be addressed in the subdivision process.

Continued Agricultural Use

Parts of the Plan Area are and will continue to be in active agricultural use. The planned commercial, office and industrial uses are typically not impacted by agricultural activity in the same manner as residential use. The use of farm machinery and unusual hours of operation are not usually incompatible. Similarly, the non-residential uses are not likely to create conflicts with agriculture to the same level as residential. Complaints due to agricultural activity, and incursions by pets and children into active farmland will be less than would occur adjacent to residential use. Nonetheless, spraying, discing and other normal agricultural activities can cause periodic, short term conflicts between agriculture and future urban development.

The agricultural use will continue in the Plan Area until phased out in favor of other land uses designated in this Plan. The Turlock General Plan establishes the policies that will apply to agricultural use in this Plan Area.

6.1-a Retain Turlock's agricultural setting by limiting urban expansion to designated areas, providing additional industrial land suitable for agricultural industry, and minimizing conflicts between agriculture and urban activities.

6.1-e Support the implementation of Stanislaus County's Agricultural Element and Right-to-Farm ordinance.

6.1-k Participate in inter-jurisdictional efforts to improve agricultural practices in order to reduce pollution and health problems associated with particulate matter production and use of agricultural chemicals.

6.1-m Do not annex agricultural land unless urban development consistent with the General Plan has been approved, except when pre-zoning for industrial use, or when retention as agricultural land is desired to create a separation between communities consistent with the General Plan.

Williamson Act Land

Certain lands in the Plan Area are subject to Land Conservation Act (Williamson Act) contracts that limit their use to agriculture. The contracts are established between the County and the land owner for a minimum of 10 years. In exchange for a lower property tax rate the land owner agrees to limit the land use to agriculture and related activity. The contract is automatically extended by one year at each anniversary so that there duration of the contract is always 10 years. Contracts can be terminated by non-renewal or cancellation. Under non-renewal the contract terminates over 10 years. Cancellation in less than 10 years is possible but requires a significant penalty. The City may terminate the contract on land annexed to the City provided that the City filed a protest at the time the contract was established.

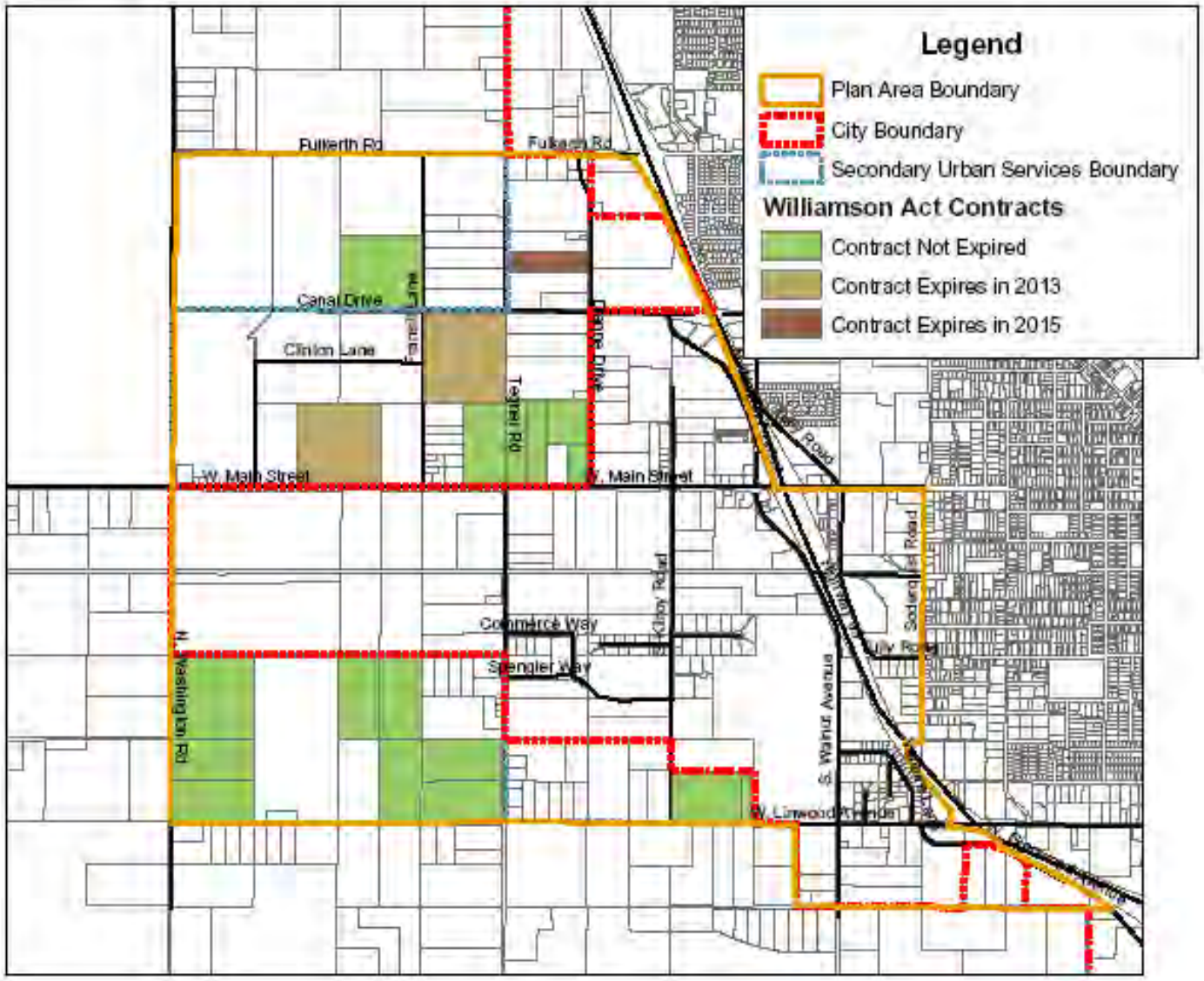
The Turlock General Plan establishes the policies that will apply to land under Williamson Act in this Plan Area.

6.1-n Support participation in the Williamson Act program by Planning Area land owners.

Figure 7-1 shows the location of lands under Williamson Act contract within the Plan Area. The lands under contract may not be available for development in less than 10 years, unless the contract is cancelled or terminated subsequent to annexation to the City.

Exhibit 18

Figure 7-1 Existing Boundaries and Williamson Act Contracts



Variety of Development Types and Standards

Although the existing and planned land use in the Plan Area is predominantly industrial there will be significant variety in the development of individual sites. Some industrial uses will be essentially utilitarian while others require a higher level of amenities. All land uses will comply with basic standards for site design landscaping and streetscape. Administration of the plan will be complicated by the variety of conditions. However, the plan is also designed to expedite approval of project applications that comply with the design standards for each design district defined as this plan, Section 4, Urban Design.

The procedures for administering these standards are described in this section.

Existing Homes and Neighborhoods

Residential use is not common in the Plan Area, however, a few single family residences, often in clusters of a few dwellings are distributed in the Plan Area. Ultimately, these residential uses would conflict with the long term, industrial use of the Plan Area.

In those instances where the residential use will remain after non-residential uses are developed adjacent to them the residential uses will be buffered by setbacks and landscaping required in this Specific Plan and the City Zoning Ordinance.

7.2 Administration of the Specific Plan

The City of Turlock is the public agency responsible for administration of the Specific Plan and related documents. The Westside Industrial Specific Plan is to be consistent with all City rules, regulations and policies.

7.2.1. Plan Administration Objectives

Objective 1. Expedite development that is consistent with the Specific Plan.

Objective 2. Provide a mix of land use classifications to accommodate all appropriate industrial, office and commercial uses at all times.

Objective 3. Provide clear, implementable development standards.

Objective 4. Encourage the private sector to maintain an adequate supply of "project ready" land.

Exhibit 18

7.2.2. Subsequent Development Entitlements

The development of the project requires adoption of this Specific Plan and the following entitlements and approvals by the City of Turlock.

- ❖ Pre-zone and Annexation to the City
- ❖ Rezone to provide for specific uses identified in the specific plan.
- ❖ Subdivision maps.
- ❖ Use permits for specific land uses or activities as may be required under the Westside Industrial Specific Plan and Zoning Ordinance.

7.2.3. Annexations

Figure 7-1 illustrates that approximately two thirds of the Plan Area lies within the incorporated boundary of the City of Turlock. The unincorporated area lies within the Turlock Primary and Secondary Sphere of Influence. Annexation of the unincorporated land will be required prior to development under this Specific Plan.

Annexations may occur incrementally in response to development needs over a period of time, or the City may choose to initiate one or more large annexations to facilitate future development. Logical annexations will be linked to incremental expansions of the backbone infrastructure as described in this Plan.

The adopted Westside Industrial Specific Plan provides the basis for the City's application to Stanislaus County Local Agency Formation Commission (LAFCO) for annexations in the Plan Area. The Specific Plan addresses the issues of public service and infrastructure capacity that will be key issues for LAFCO. Annexation must be completed before final approval by the City, and recording, of any subdivision map or land use entitlement in the unincorporated portion of the Plan Area.

The WISP is considered to be the required/obligatory "area wide plan" needed to allow future annexations pursuant to TMC 9-5-709.

Sphere of Influence Amendment

Any land annexed by the City must first be within the City of Turlock Sphere of Influence as defined by LAFCO. The current Sphere of Influence was established by LAFCO in August 1993. Figure 7-1 illustrates the location of the current and proposed Sphere of Influence boundary.

Modification of Existing District Boundaries

The Plan Area includes land within special districts that provide services to the area. With annexation of the land, the City of Turlock will assume responsibility for these services. With the annexations LAFCO will concurrently adjust the boundaries of the affected special districts. LAFCO will establish conditions for the annexations that may involve requirements to ensure the equitable and efficient delivery of public services in the Plan Area, as permitted by State law.

Annexation Policies

IMP-P 1. The City will initiate a request to modify the Sphere of Influence boundary to include all of the Plan Area.

IMP-P 2. The City will expand public improvements, including streets, sewer and water infrastructure efficiently to facilitate logical annexation boundaries.

7.2.4. Implementing Regulations and Ordinances

The development of the project will require adoption of the Specific Plan and the following entitlements and approvals by the City of Turlock.

- Rezone to provide for specific uses identified in the specific plan.
- Subdivision maps.
- Use permits for specific land uses or activities as may be required under the Westside Industrial Specific Plan.

Zoning

The City of Turlock Zoning Ordinance is the underlying land use regulatory authority for the Specific Plan. In the event that a component or regulation of the Specific Plan differs from a requirement of the Code, the Specific Plan will take precedence. Where the Specific Plan is silent, the Zoning Ordinance will be used for the purposes of interpretation, or applied as appropriate.

Subdivision Ordinance

The City of Turlock Subdivision Ordinance will regulate individual requests for land divisions with the Plan Area, unless otherwise noted herein. In the event that a component or regulation of the Specific Plan differs from a requirement of the Ordinance, the Specific Plan will take precedence. Where the Specific Plan is silent, the Subdivision Ordinance will be used for purposes of interpretation, and/or directly applied as appropriate. The Specific Plan contains a policy (IMP-P11) that requires subdividers to obtain all necessary planning approvals prior the subdivision of land.

Standard Specifications and Details

The City of Turlock Standard Specifications and Details establish basic standards and detail sheets for construction of public infrastructure. These standards and specifications apply to all construction within the Plan Area, unless otherwise addressed herein. In the event that a component or regulation of the Specific Plan differs from a requirement of the Standards, the Specific Plan will take precedence. Where the Specific Plan is silent, the Standards will be used for purposes of interpretation, and/or directly applied as appropriate.

Project Review Processing

Individual development projects within the Westside Industrial Specific Plan are subject to review and approval through subsequent permits and entitlements by the City of Turlock. Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan. All subsequent development projects, public improvements and other

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activities shall be consistent with this Specific Plan, any subsequent development agreements, and all applicable City of Turlock policies, requirements and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Specific Plan and all applicable plans and regulations.

7.2.5. Specific Plan Amendments

The Westside Industrial Specific Plan is intended to be flexible to respond to changing conditions and expectations during the course of its implementation. To address this intent, the Westside Industrial Specific Plan provides for both Minor and Major Specific Plan Amendments. The Community Development Director may authorize a Minor Specific Plan Amendment administratively. A Major Specific Plan Amendment shall be reviewed by the Planning Commission and adopted by the City Council. The Community Development Director shall determine whether a proposed Specific Plan Amendment is minor or major. Any proposed amendment may, at the sole discretion of the Community Development Director, be referred to the Planning Commission and City Council for action. Determinations and actions by the Community Development Director may be appealed to the Planning Commission.

Minor Specific Plan Amendment

A Minor Specific Plan Amendment may be processed if determined by the Community Development Director to be in substantial conformance with:

- The overall intent of the Westside Industrial Specific Plan
- The applicable Specific Plan development agreement(s)
- The City of Turlock General Plan
- The Specific Plan Environmental Impact Report

Examples of Minor Specific Plan Amendments include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan.
- Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
- Variation in permitted use types and development standards if such variations do not substantively change the character of the specific plan.
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Plan Area.
- Changes to phasing boundaries that do not impact infrastructure sizing, financing districts or the provision of adequate services to associated development.
- Modifications to the Design Standards, such as revisions to design treatments or changes in specified plant materials, if it is determined that such changes achieve the design intent of the Plan.

Major Specific Plan Amendment

If the Community Development Director determines that a proposed amendment does not meet the criteria of a Minor Specific Plan Amendment, a Major Specific Plan Amendment shall be required. A

Major Specific Plan Amendment shall be processed and reviewed in the same manner as the initial Specific Plan adoption.

Project Administration Policies

IMP-P 3. The City will review the permitting process and identify steps which can be approved by staff without planning commission or city council approval.

IMP-P 4. The City will implement on-line permitting.

IMP-P 5. The City and the Stanislaus Economic Development and Workforce Alliance (Alliance) will establish criteria to identify sites that are "Project Ready" in the Industrial (I) , Industrial Business Park (I-BP) and Commercial Office (CO) land use classifications. The Project Ready sites shall be submitted to the Community Development Director for confirmation that they are in compliance with the development standards for the proposed development sites. Alternatively, the Director shall identify specific areas of non-compliance within 20 working days.

IMP-P 6. The City will identify future potential business park sites which can be available in a short time frame.

IMP-P 7. The City will create a prioritized list of planned business/industrial parks and focus the City's efforts behind a select few based on staff capacity and the characteristics of the sites to accommodate most likely candidate businesses.

IMP-P 8. The City will assist the owners of smaller adjacent parcels to be able to offer their land as a single unit to a large user through assistance with marketing and parcel aggregation.

IMP-P 9. The City will assist the owners of smaller adjacent parcels to allow them to offer their parcels to small business users in a manner that complies with the development standards for aggregated parcels. Examples include identifying opportunities for shared cost of utility extensions, shared driveway access, common area landscaping designs, common signage themes and shared parking under reciprocal agreements.

IMP-P 10. The City will assist the owners of smaller parcels to plan for coordinated development of two or more contiguous parcels and will consider sharing the cost or enter into a reimbursable cost sharing agreement with the land owners for engineering and planning studies necessary for project development.

IMP-P 11. The City will require subdividers and/or property owners to obtain the necessary planning approvals prior to subdivision of land to ensure that the project meets the design, circulation, and development standards of the Westside Industrial Specific Plan and Zoning Ordinance, and that there is a logical and orderly subdivision of land within the Specific Plan area. For parcels greater than ten

Exhibit 18

(10) acres in size, a conceptual master site plan shall be submitted in lieu of a detailed site plan.

7.3 Capital Improvements Program

As shown in Figure 7-2 parts of the Plan Area are already substantially developed or committed to extensive land uses that include relatively undeveloped, but unavailable, land within their site. Public infrastructure that is in place to serve these existing developments will provide in-fill development opportunities. However, there is a substantial amount of land in the Plan Area that is not presently served by necessary municipal infrastructure.

Due to the large size of the Plan Area and the incremental development anticipated in the Plan it is not practical to construct all necessary infrastructures in a single sub area.

This section of the Plan describes a series of sub-areas that would provide for logical expansion of the necessary infrastructure. The sub areas described here do not necessarily imply a sequence of development. It is possible to develop lands farther away from existing infrastructure, but only if all of the necessary connections and other components of the system are already constructed, or are constructed as part of the proposed development.

The infrastructure phasing described in this section is based on the infrastructure improvements described in Section 5 of this Plan.

7.3.1. Capital Improvement Objectives

The objectives and policies set forth in Section 5 are applicable to this section as well.

7.3.2. Development Phasing Subareas

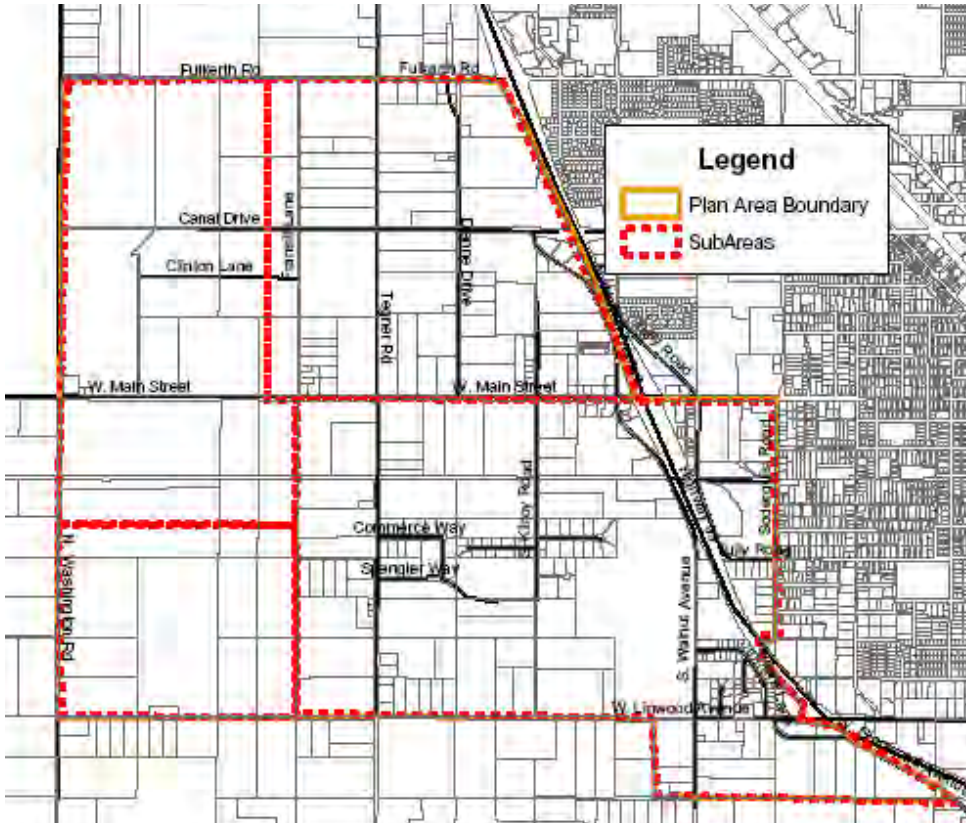
The Westside Industrial Specific Plan will develop in response to economic development opportunities over a period of years. Many of the infrastructure improvements required to serve development will occur on an incremental basis that corresponds to specific development proposals. Development will respond to market conditions, as well as landowner and developer interests. Therefore, conventional phasing that identifies a specific sequence of development is not practical in this Specific Plan. Instead, it is practical to identify the improvements that are required to enable development within specific "subareas".

The infrastructure requirements for each sub area of development include all roadway, sewer, water, reclaimed water, storm drainage, and dry utilities necessary for that sub area to develop. Backbone public facilities required for development of the Plan Area are discussed in Section 5.

Development will occur within a sub area where the backbone infrastructure is completed and available, although subareas may be combined and interim improvements may allow for development of only a portion of a sub area. The opportunity exists for certain parcels to move forward out of sequence, if their associated infrastructure is

provided. In some cases, this infrastructure may be located in other sub areas. Alternatives to the proposed improvement plan may be permitted subject if adequate circulation, looped water facilities, and other necessary infrastructure are provided to the satisfaction of the City of Turlock. Once development is initiated, some subareas may have reduced infrastructure requirements if improvements are provided in an earlier developed sub area.

Figure 7-2 Sub Area Boundaries



The plan is structured to ensure that the improvements in each sub area can support associated development in compliance with City policies and standards, and that the development in each sub area can support the costs of the required improvements.

The boundaries of each sub area reflect the existing and planned capacity of the roads, sewer, water, and drainage infrastructure required to serve the planned land use. The extent of infrastructure improvements differs from sub area to sub area and the service area boundaries for one infrastructure component do not necessarily align precisely with other components. For example, the existing water system improvements cover a larger area than either the existing sewer or drainage service areas. Therefore, the sub area boundaries are somewhat imprecise and are delineated to reflect the most restrictive and smallest service areas.

Figure 7-2 illustrates the composite service areas boundaries for sewer, water and drainage that define the sub areas.

The specific improvements that may be required for each sub area may be developed in smaller areas as approved by the City. In some instances a trunk sewer, water or drainage line extends through more than one sub area. In these cases the connecting line must be completed prior to development of the affected sub area.

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Figure 7-3 Drainage Plan with Sub Area Map

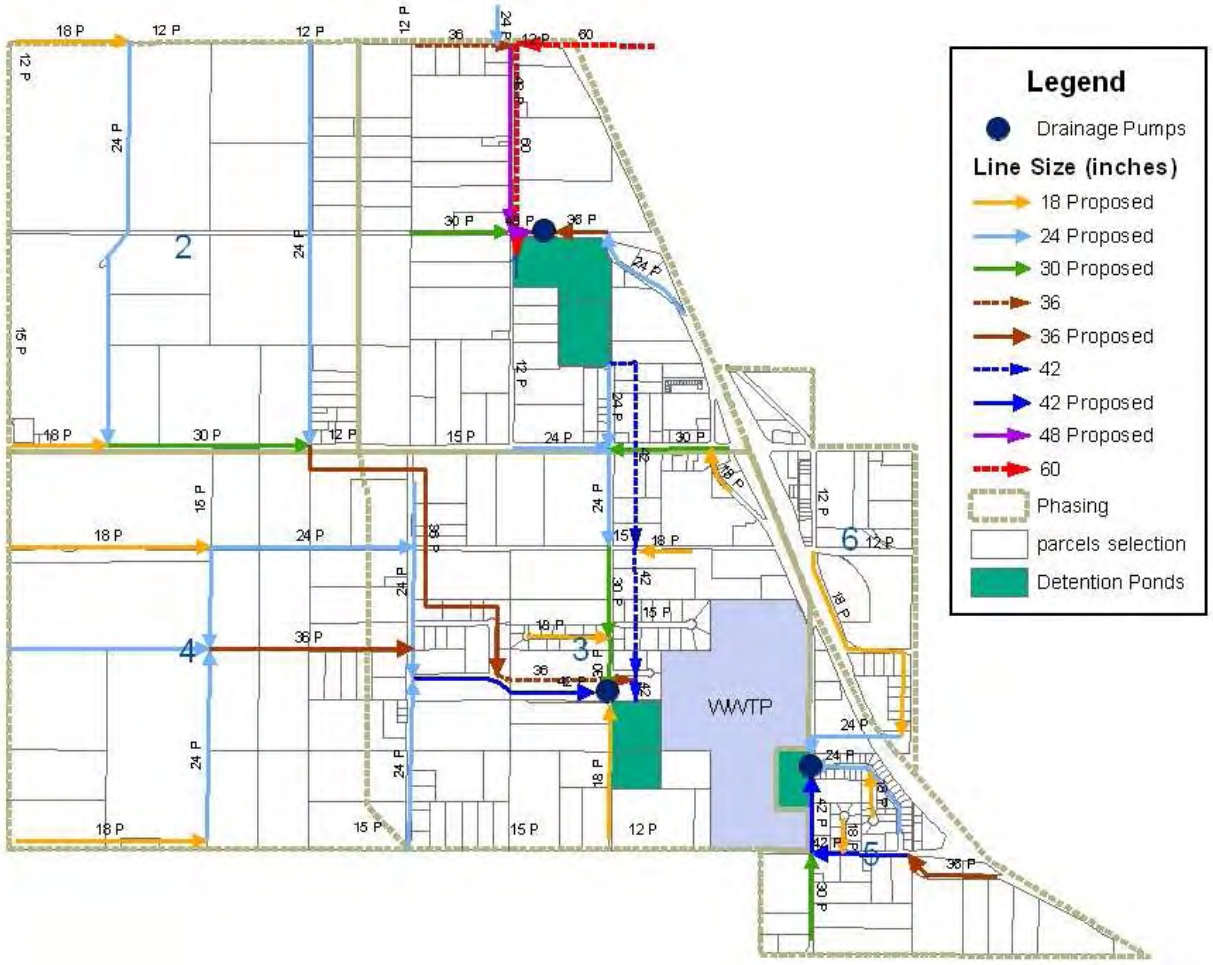


Exhibit 18

Figure 7-4 Sewer Plan with Sub Area Map

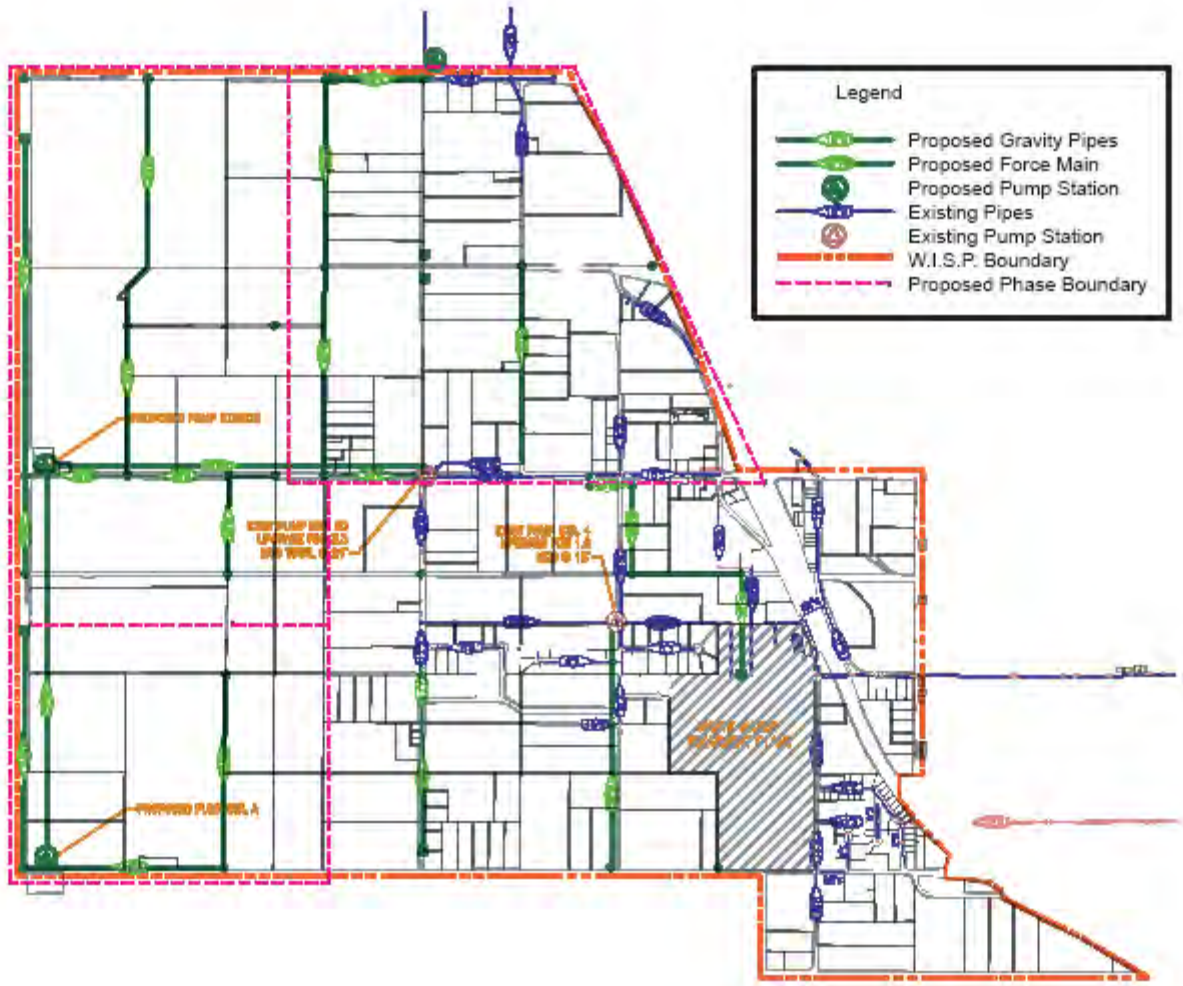
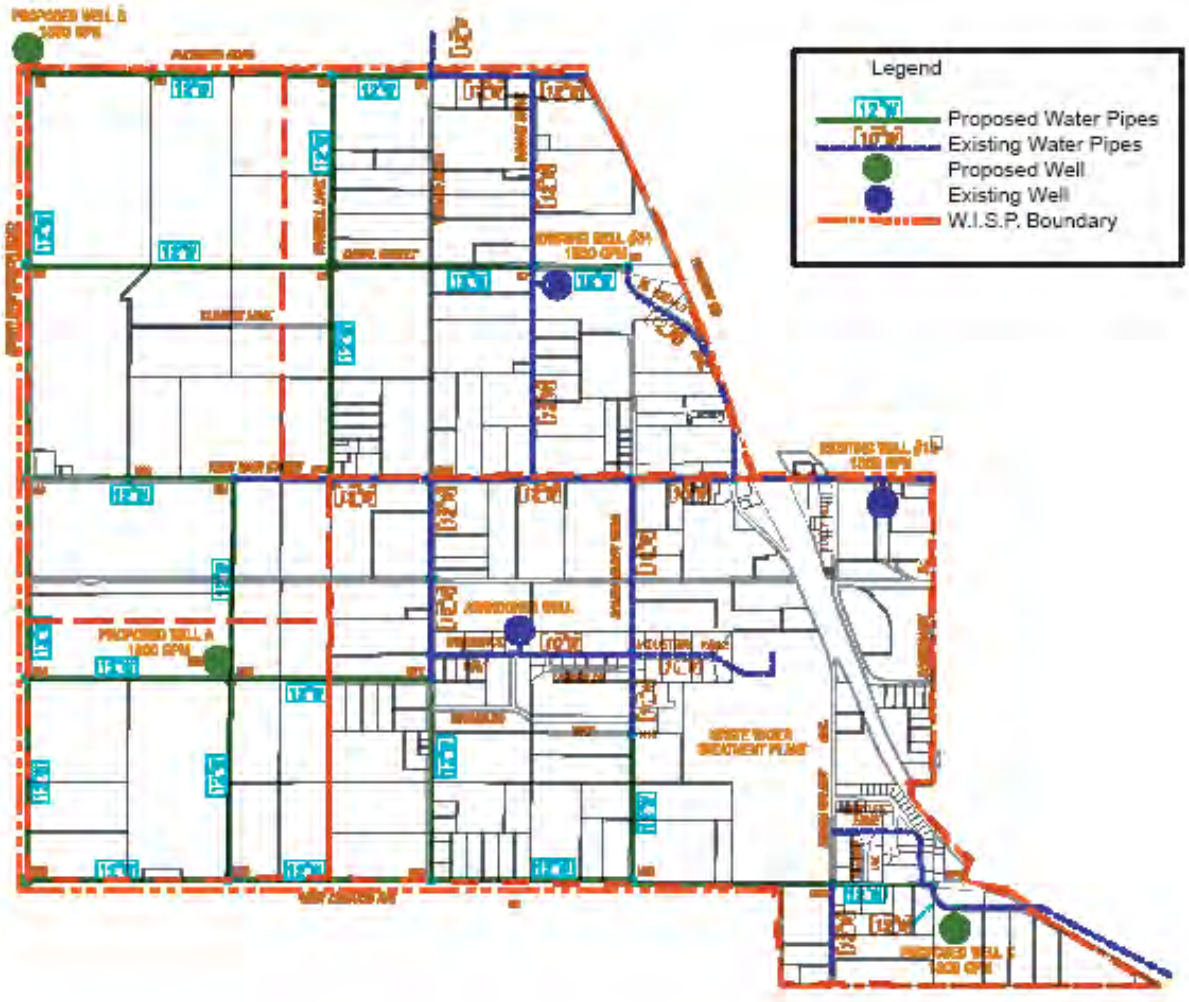


Exhibit 18

Figure 7-5 Water Plan with Sub Area Map



7.3.3. Implementation of the Landmark and Gateways

The landmark and gateway features proposed in this Plan are located in areas that benefit the entire community, as well as businesses in the Plan Area.

Objective

Objective 5. The landmark and gateway facilities should reflect the high quality of design proposed in the Beautification Master Plan.

Policies

IMP-P 12. The City will establish the design and establish the funding program to construct and maintain the facilities with participation from the benefiting properties in the Plan Area.

IMP-P 13. The City will sponsor a design competition to establish the prototype landmark and gateway features.

IMP-P 14. The City will identify the specific site requirements for each landmark and gateway feature and shall establish the standard conditions that would apply to any development application that includes a proposed landmark or gateway site.

7.3.4. Development Agreements

The City of Turlock and the property owners may execute separate project Development Agreements in accordance with Sections 65864 through 65869.5 of the Government Code of California.

The Environmental Impact Report and, if executed, any Development Agreements, are bound separately from the Specific Plan.

7.3.5. Financing Measures

The construction of public improvements to serve the Westside Industrial Specific Plan will be funded by a variety of mechanisms, including City Impact Fees, establishment of a Community Facilities District, developer financing, and other potential methods.

City-wide Impact Fee

The City currently requires payment of citywide fees for all new development within the City boundaries. These fees fund citywide facility improvements and are in addition to the WISP Area fees. The WISP Area fees do not pay for site-specific infrastructure, which is the responsibility of the developer; the WISP fees support construction of plan-wide improvements.

Plan Area Fee

The City will adopt a WISP Area fee program that is based on the benefit received by future development in the WISP area. The WISP Area fee will be collected for transportation, storm drainage, water, and sewer.

Transportation fees will be collected on a "per 1000 building square feet" basis. The fees for storm drainage, water, and sewer are collected on a "per net acre" basis for non-residential development. The WISP Area does not include any planned residential development. The full fees will be charged to development in the sixth year of development of the WISP Area (approximately 2013) and beyond. Until that time, the fees will be phased in over the initial 5 years of development. The shortfall will be covered by funds from the redevelopment agency (RDA).

In the first year of development, the RDA will discount 100 percent of the fees owed by developers who are responsible for paying impact fees in that year (at the time of issuance of a building permit). In the second year, the developers will be responsible for 20 percent of the full fee, and 80 percent of the fee will be covered by the RDA. Over each of the next 4 years, the developer's portion of the costs will increase by 20 percent (with the RDA covering the difference between the fees owed and fees paid), until year six when developers will be responsible for 100 percent of the WISP Area development impact fees.

Community Facilities District

A Community Facilities District (CFD) may be established to help fund portions of the construction and/or acquisition of backbone infrastructure and facilities within all or a portion of the Westside Industrial Specific Plan. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to pay off bonds.

A separate Benefit Assessment District will be established for maintenance of certain facilities that provide special benefit to the Westside Industrial Specific Plan. Such facilities may include landscape corridors and medians, open space areas, bike paths, and storm water detention facilities.

Developer Financing

Direct developer/builder financing may be used to contribute towards backbone improvements and facilities, shortfall financing, and for in-tract improvements.

Other financing mechanisms may be utilized, including creation of private districts or associations to fund maintenance of certain facilities within the Westside Industrial Specific Plan. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations will be detailed in separate Specific Plan development agreements.

Financing Measure Policies

IMP-P 15. The City will encourage business park and industrial land development by adopting a fee structure that facilitates development consistent with the City's goals.

IMP-P 16. The City will utilize funding sources such as the Economic Development Bank and Redevelopment Agency to fund infrastructure improvements that are most cost-effective in

supporting economic development.

7.4 Economic Development

The long term success of the Specific Plan will be measured in new jobs created and the economic viability of the businesses attracted and retained in the Plan Area. The majority of this Specific Plan serves to "set the stage" for economic growth by providing appropriate sites and the mechanism for constructing necessary infrastructure. But in a highly competitive environment merely setting the stage is not sufficient. The City of Turlock, both independently and in alliances with others in Stanislaus County, will actively promote and partner in economic development in the Plan Area.

The City of Turlock Economic Development Plan provides the foundation to implement economic development in the Plan Area. The Specific Plan includes several goals and strategies provided in the City Economic Development Plan.

7.4.1. Business Incubator

The complexity of small business start ups can limit the opportunities for economic development and job growth. The needs of new businesses include not only suitable, affordable space to operate, but a wide range of services, financing and support.

Objective

Objective 6. Develop an incubator business park to accommodate a variety of office and light industrial uses.

Policies

IMP-P 17. The City will identify a suitable location and will work with the land owner to facilitate development of a business park incubator. The incubator business park may be privately owned, or may be a public-private partnership between a public entity and a developer.

IMP-P 18. The City will assist regional business development and workforce agencies, such as the Stanislaus County Economic Development and Workforce Alliance and the Small Business Development Center to identify methods to provide value to the incubator business park developer in exchange for affordable rents for start-up businesses. Value may be provided in marketing assistance, loan packaging assistance, and other services that help to attract and retain businesses.

IMP-P 19. The City will facilitate provision of child care services in the Plan Area in the following manner.

- ❖ Facilitate the process for individuals interested in starting up licensed child care services out of their homes or from a business location.

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- Assist individuals to locate small business loan programs.
- Identify public interest entities, including non-profits, which may be interested in providing child care services.
- Develop grant and loan applications to secure funding for child care.

IMP-P 20. The City will assist employers to provide traffic reduction measures for employees by providing information and assistance with rideshare programs, giving priority to local employment centers in transit planning, and organizing a Transportation Management Association (TMA) to serve businesses in the Plan Area.

7.4.2. Marketing and Conference Space

A marketing and conference facility would serve as a landmark for the agri-science cluster and other industries in the Plan Area. Such a facility would provide space for a visitor center, permanent marketing displays, a themed museum focusing on local and agricultural information, marketing and promotional events, exhibitions, social events, cultural events, and a hub for industry association offices and activities.

The desirable characteristics for a marketing and conference center include.

- The site is highly visible from Highway 99 and is near the site identified in this Specific Plan for the landmark at Canal Drive and Highway 99.
- The site is accessible from Dianne Drive and could be accessible from an extension of Walnut Road across Canal Drive.
- The site is less than one mile from the Stanislaus County Fair Grounds. This provides the opportunity to link the two facilities to accommodate larger events. The site and the fair grounds are close enough to consider a local shuttle system that would allow shared use of parking and/or coordinated use of the exhibition and meeting space for special events.
- The site is within walking distance of the pedestrian promenade planned along the canal (refer to Figure 5-9). This promenade will provide a major pedestrian route to the office and industrial uses west to Washington Road.
- The site is near the detention facility on Dianne Drive. This detention facility will provide a recreation facility and a large open space for public events and gatherings. In addition, the landscaped detention basin/park will provide an attractive vista for a marketing and conference facility.
- The site is near existing and planned commercial services along Dianne Drive, Fulkerth Road, Walnut Avenue and Tully Road that can provide lodging and dining, and retail services to visitors.

Objective

Objective 7. In partnership with the private sector, encourage the construction of a landmark facility in the Plan Area that will accommodate special activities related to the businesses in the Plan Area.

Policies

IMP-P 21. The City will take the lead in organizing a public-private

partnership with the objective of developing a multi-use marketing and conference facility in the Plan Area.

IMP-P 22. The marketing and conference facility will incorporate the agri-science cluster as a primary theme, but will be adaptable to serve all businesses in the community.

IMP-P 23. The City will identify a location to encourage a concentration of hotels and meeting space. The following should be weighed in the analysis:

- Relationship to downtown and the potential impact these types of land uses could have.
- Proximity to Highway 99 and ease of access.
- Proximity to existing related providers of meeting space such as the university and fair grounds.

IMP-P 24. The City will coordinate the acquisition of a suitable site for the marketing and conference facility. The site need not be in the Plan Area.

IMP-P 25. The City will identify opportunities for pedestrian linkages that would enhance the access and attractiveness of the site as a public gathering place.

IMP-P 26. The development of a marketing and conference facility shall be coordinated with the Convention and Visitors Bureau, the Chamber of Commerce, and other parties, both public and private, that have an interest in attracting visitors and patrons to the community.

Exhibit 18

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Appendix A.

GLOSSARY

Exhibit 18

ACRES, GROSS

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

ACRES, NET

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private rights-of-way, public open space, and floodways.

AGRICULTURAL PRESERVE

Land designated for agricultural or conservation (See "Williamson Act")

AGRICULTURE

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

ALQUIST-PRIOLO ACT, SEISMIC HAZARD ZONE

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

BUILDOUT; BUILD-OUT

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

CALTRANS

California Department of Transportation

CAPITAL IMPROVEMENTS PROGRAM (CIP)

A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvement, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

COMMERCIAL

A land use classification which permits facilities for the buying and selling of commodities and services.

COMMERCIAL STRIP

Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)

The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m., and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 a.m.

COMPATIBLE

Capable of existing together without conflict or ill effects.

CONGESTION MANAGEMENT PLAN (CMP)

A mechanism employing growth management techniques, including traffic level of service (LOS) requirements, development mitigation programs, transportation systems management (TSM), and capital improvement programming (CIP), for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

FLOOR AREA RATIO (FAR)

The maximum gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, an FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning. FAR's typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

GENERAL PLAN

A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has seven mandatory elements (Circulation, Resource Conservation, Housing, Land Use, Noise, Open Space, Safety, and Air Quality), and may include any number of optional elements (such as Economic Development, Community Design, Public Facilities and Services).

HABITAT

The physical location or type of environment in which an organism or biological population lives or occurs.

HAZARDOUS MATERIAL

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

INDUSTRIAL

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development, and less intensive warehousing and manufacturing.

INFRASTRUCTURE

The basic components of a city, such as streets, sewers, drainage, sidewalks, curbs and gutters, street lights and water systems.

JOBS/HOUSING BALANCE; JOBS/HOUSING RATIO

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio of greater than 1.0 indicates a net in-commute. A ratio of less than 1.0 indicates a net out-commute.

Exhibit 18

LOCAL AGENCY FORMATION COMMISSION (LAFCO)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, consolidation of districts, and merger of districts with cites. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

MIXED-USE

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

OPEN SPACE LAND

Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of nature resources, (2) the managed production of resources, (3) outdoor recreation, or (45) public health and safety.

ORDINANCE

A law or regulation set forth and adopted by a government authority, usually a city or county.

PARKS

Open space lands whose primary purpose is recreation.

POLICY

A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a government agency sets to follow, in order to meet its goals and objectives before undertaking an action program.

PROGRAM

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

PUBLIC AND QUASI-PUBLIC FACILITIES

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

RIDESHARE

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

RIPARIAN LANDS

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

SHALL

That which is obligatory or necessary.

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SHOULD

Signifies a directive to be honored, if at all possible.

SLOPE

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

SOIL

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

SOUND LEVEL

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SPECIFIC PLAN

Under Article 8 of the Government Code, a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

SPHERE OF INFLUENCE

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the county.

STANDARDS

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code requires that general plans spell out the objectives, principles, "standards," and [proposals of the general plan.

Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service (LOS)" that the plan hopes to attain.

(2) Requirements in a zoning ordinance that govern building and development as distinguished from the use restrictions.

An example of requirements might include site design regulations such as lot area, height limit, frontage, landscaping, and floor are ratio (FAR).

STREET FURNITURE

Those features associated with a street that are intended to enhance the street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

STRUCTURE

Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

TOPOGRAPHY

Configuration of a surface, including its relief and the position of natural and man-made features.

TRAFFIC MODEL

A mathematical representation of traffic movement within an areas or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

TRANSIT

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

TRANSIT, PUBLIC

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also call "Mass Transit."

TRANSPORTATION DEMAND MANAGEMENT (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. TSM focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

TRIP

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin - often from home, but not always) and one "attraction end" (destination).

TRIP GENERATION

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generation of households is correlated with destination that attract household members for specific purposes.

TRUCK ROUTES

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

VACANT

Lands or buildings which are not actively used for any purpose.

VEHICLE MILES TRAVELED (VMT)

A key measure of overall street and highway use. Reducing VMT is oftn a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

VIEWSHED

The area within view from a defined observation point.

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WATERCOURSE

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

WATERSHED

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake or reservoir.

WETLANDS

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a unified methodology used by all federal agencies, wetlands are defined as those areas meeting certain criteria for hydrology, vegetation, and soils.

WILLIAMSON ACT

Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the city or county and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

ZONING

The division of a city or county be legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for building within these areas; a program that implements policies of the general plan.

ZONING DISTRICT

A designated section of the city or county for which prescribed land use requirements and building and development standards are uniform

ZONING MAP

Government Code permits a legislative body to divide a county, city, or portions thereof, into zones of the number, shape, and areas it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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Exhibit 18

Appendix B.

WILLIAMSON ACT CONTRACTS

APN	STREET #	STREET NAME	CONTRACT #	CONTRACT YEAR	EXPIRATION DATE	ESTIMATED ACREAGE
089-01-07	1013	Fransil Lane	3990	1985		34.32
089-02-06	1001	Dianne Dr	3408	1978	12/31/2015	9.57
089-10-05	506	Fransil Lane	3483	1978	12/31/2013	43.11
089-12-09	0	West Main Ave	3604	1979		5.63
089-12-08	3031	West Main Ave	3604	1979		10.40
089-12-05	307	Dianne Dr	3458	1978		10.27
089-10-15	4025	West Main Ave	3267	1978	12/31/2013	39.39
089-10-06	3325	West Main Ave	3207	1978		19.57
089-12-06	0	Dianne & Main W	3458	1978		4.74
089-12-10	3131	West Main Ave	3604	1979		4.75
044-10-40	2013	Linwood Ave	2155	1976		3.97
044-04-13	1425	Tegner Rd	3042	1978		18.86
044-04-03	1346	Washington Rd	3920	1984		19.22
044-04-12	1325	Tegner Rd	2262	1976		19.49
044-04-14	3613	Linwood Ave	3081	1978		19.67
044-04-02	1318	Washington Rd	3920	1984		19.69
044-10-39	0	Kilroy Rd	2155	1976		20.15
044-04-06	0	Ruble Rd	3081	1978		20.28
044-04-05	3800	Ruble Rd	3462	1978		20.32
044-04-01	806	Washington Rd	3023	1978		39.45

SOURCE: P. HECKENDORF, STANISLAUS COUNTY ASSESSORS OFFICE 1/09/07

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Exhibit 18